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PREPARATIONS.

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The Hongkong Telegraph.

(ESTABLISHED 1861).

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THURSDAY, MAY 27, 1920.

日十初月四

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PERSONAL

NINE INCH



LET US TELL YOU WHY ON PAGE 5.

REUTER'S TELEGRAMS.

LABOUR VIOLENCE DEcriED.

MR. J. R. CLYNES SPEAKS OUT.

London, May 25.
Mr. J. R. Clynes, presiding at the Congress of the National Union of General Workers at Aberdeen, declared that abandonment of political effort and resort to violence would not merely dislocate the productive resources of the country but would assuredly bring the whole of the people to the verge of starvation.

THE BOLSHEVIK FIGHTING.

SITUATION AT ENZELI.

London, May 25.
The Times correspondent at Teheran says General Champaign Egorian, Governor General of Ghilan, interviewed General Kozanoff, Commander of the Bolshevik fleet at Enzeli, who declared his inability to give an answer regarding his intentions, but repeated the assurance that he entertained no hostile ambitions.

TEN NEW DIVISIONS COLLECTED.

Warsaw, May 25.
The Bolsheviks have despatched to Dwina ten divisions, collected from the Estonian, Lettish and Caucasian fronts. After an initial success the enemy was driven out of the lake region, and did not succeed in threatening Dwinsk. The Poles in the Kieff district are still holding the bridgeheads of the Dniester.

EMPIRE DAY IN LONDON.

A BRILLIANT CELEBRATION.

London, May 25.
Empire Day was celebrated in London most brilliantly. It was the hottest of the year. Prince Albert took the salute at a parade organised by the Empire and Overseas Club and Patriotic Leagues in Hyde Park. There were thousands of spectators. The parade concluded with a flag party passing, bearing the Dominion flags. A feature of the decorations was a wreath of Indian flowers, bearing an inscription, at the Victoria Statue. Prince Henry won the tentpegging Universities' tournament at the Olympia.

ARMENIAN MANDATE.

PRESIDENT WILSON'S DESIRES.

Washington, May 24.
President Wilson has asked Congress for authority for the United States to accept the mandate of Armenia.

M. DESCHANEL'S CONDITION.

Paris, May 25.
M. Deschanel has returned to Paris in an automobile. The latest bulletin states that the bruises are not grave. His condition is the most satisfactory possible.

HOME CRICKET.

London, May 24.
Middlesex beat Sussex by an innings and 139 runs.
Warwick beat Derby by eight wickets.

TO-DAY'S CHINESE TELEGRAMS.

FIGHTING IN SWATOW.

Shanghai, May 26.
Information has been received from Foochow that the Kwongsi and Cantonese troops have begun fighting in Swatow.

NAVAL DIFFICULTY.

Shanghai, May 26.
Owing to lack of money with which to meet the payment of arrears, the question of uniting the southern squadron to the northern has been left in abeyance.

JAPAN AND CHINA.

Shanghai, May 26.
A report from Tokyo states that the Japanese Government considers that the Chinese reply to her notification is not satisfactory, and will submit it to the Cabinet for consideration.

THE AUSTRIAN TREATY.

Peking, May 26.
The Austrian Treaty has been submitted to the Parliament and will be passed to-day.

(Other Early and Special Telegrams on Page 2.)

HUGE OPIUM HAUL.

FROM JAPANESE MOTOR VESSEL.

The biggest haul of opium made by officials of the Revenue Department for many months past was effected the night before last on a Japanese motor fishing boat.

Following information received at the Department, Chief Revenue Officer J. C. Wildin and other officers proceeded in a steam launch outside the harbour limits, and at the Fu Tau Moon Pass waited the arrival of the Keeyue Maru, reported as coming into the Colony from Amoy with a big consignment of opium. When the Japanese vessel arrived, she was pursued and eventually boarded by the searchers, who put the whole crew of ten persons under arrest on discovery of a dump of opium unearthed from hidden recesses in the hold. There was 11,952 taels of the poppy juice in the prepared state, the value of which has been put in a rough calculation, at \$120,000. The Keeyue Maru had no other cargo.

He must be a very happy man who gave information to the Revenue Department which led to this enormous seizure, as the usual reward of \$1 for each tael of the drug is allowed in such cases for the informer. If the full penalty for this case of opium smuggling is imposed, a fine of \$1,000,000 will follow the conviction of the prisoners on the charge of possession of the stuff.

Inspector Wildin charged the prisoners, six Japanese and four Fukienese, before Mr. R. O. Hutchison at the Police Court this morning, when a remand was ordered to enable the Department to come to an exact calculation of the weight of the opium seized.

In connection with the other big haul effected by officials of the Detective Department on Capsuimoon Island the other day, Inspector Grant charged the three arrested women before Mr. Hutchison to-day, and stated that there were 663 taels of the prepared, and 4,997 taels of the drug in the raw state. The value of the seizure is put at \$12,000. The Inspector informed His Worship that he was not charging the women with the possession of the arms, it being difficult to prove this charge. The prisoners were remanded without bail on the application of Mr. Faragher, who agreed with His Worship that as "they were not very wealthy ladies" it would be useless to decide on the amount of bail.

A big syndicate is in existence in Hongkong, we are informed, whose business is solely connected with the traffic in the two prohibited lines of arms and opium. This body is suspected of utilising the Capsuimoon Island as a dump or depot for the storage of arms and opium into the Colony or other places. Though the Police are cognizant of the whereabouts of this gang, sufficient evidence has not been obtained to warrant the arrest or conviction of the members.

A PHOTOGRAPHIC FEAT IN THE AIR.

When the United States Army Transport Northern Pacific was approaching the entrance to the Panama Canal recently, with the Secretary for War, Mr. Baker, and his party on board, it was met out at sea by a squadron of aeroplanes from France Field, and escorted to the Gatun Locks. One of the aeroplanes, piloted by Lieutenant Austin, and with Lieutenant Watson as passenger, took pictures of the transport and flew immediately to France Field. There the plates were developed and prints made from them. Lieutenants Austin and Watson then took the pictures and flew back again to the Northern Pacific transport, and dropped them on the deck of the ship as a gift for the Secretary for War and his party. The total time occupied from taking the pictures at sea, returning with them to France Field, landing, developing and printing the pictures, taking off again and dropping the finished prints on the deck of the ship as it reached Gatun Locks was just fifty-three minutes.

1,160 NEW POLICEMEN WANTED.

Mr. Shortt, Home Secretary, stated in the Commons recently that the Metropolitan Police Force numbered 20,560 men. It was still below its authorised strength. There were vacancies for 1,160 men. Since the Armistice 4,571 recruits had been accepted, and of these nearly 90% per cent. were ex-service men.

CRIMINAL SESSIONS.

ROBBERY AT KOWLOON CITY.

Mr. Justice J. R. Wood presided over the Criminal Sessions this morning.

Chan Kak, Che Kwai and Chan Sang were charged with robbery at Kowloon City on April 25th.

Mr. P. Jacks, Crown Solicitor, prosecuted.

The prisoners pleaded not guilty.

The following jury were empanelled: Messrs. A. H. Rum-jahn, C. J. da Silva, W. J. R. Wylie, C. R. dos Remedios, S. S. Perry, P. Watkins and T. W. Robertson (foreman).

Asked whether he had any objection to the composition of the jury, the first defendant said he was not very certain whether he liked them.

Mr. J. O. Sheppard, who was called as a jurymen, was absent.

The Crown Solicitor said the facts of the case were as follows:—In the village of Shungshapo which is near Kowloon City there lived on April 20th last, which was a Sunday, at a house No. 180, a widow named Pang King-hin and her daughter. On that Sunday evening the mother went to a house nearby, leaving the daughter alone. At about 8 p.m. whilst the daughter was sitting alone in the front room and having something to eat, the door leading into the yard was suddenly kicked open.

Some one came into the yard across the street to the room where the daughter was sitting. She shouted "Robbers!" and some one put out the lights. One light was in the room and the other in the kitchen. She was immediately seized by two of the men. One of them put his hand on her eyes and the other caught her by the throat. She could see no one, and therefore could not identify any of the men who came in. She heard the robbers go to the cockpit, and afterward when she went to the Police Station she was quite excited and said that nothing was stolen. It was a day afterwards that she found a jacket and six pieces of cloth missing. These belonged to the mother. The mother, who was in the adjoining house, hearing her daughter's cries, came to see what was the matter, and she found that the door was locked, with a man waiting there. She raised an alarm and five of the men came out. When she got in, she found two umbrellas in the yard, which did not belong to her. The five men were next seen running along a path towards a village. Apparently they divided and some of them went to the top and the others to the right. One of them was caught. He was Cheung Lee. After the men left the house shots were heard by the two women who were robbed, and the two men who arrested the men. Cheung Lee was one of the gang and he would say that nine men went to the house. He would give the names of these. He said that he was standing at the door when the widow came. He was the first to run and the first to be captured. That same day he took the Police to a village. He had apparently been there the previous two nights in that house. When he got there he pointed at the first defendant, and a number of others. They were all arrested, and after the arrest the second defendant arrived and was arrested. The first defendant was detained and the other released. The first defendant, on being searched, was found with a coat which belonged to the widow at the house where the robbery took place. It was found around his waist under his trousers.

WHAT CAN A MAN LIVE ON?

INTERESTING EVIDENCE IN SHANGHAI.

In the United States Court for China, at Shanghai last week, before Judge C. S. Lobingier, the case between H. S. Honigsberg and Co., Inc., and Charles B. Jones was continued.

Mr. Earl B. Rose appeared for the plaintiff, and Mr. R. T. Bryan, Jr. for the defence.

Mr. Honigsberg was recalled to the witness stand.

Mr. Honigsberg stated that he could live comfortably on \$200 a month.

"Can you live on \$150?"—"Yes."

"Have you ever lived on \$150?"—"Yes."

"When did you come to China, Mr. Honigsberg?"—"Ten years ago."

"Then I think that you must have lived on \$150 nine years ago—the first year you came here."

Mr. Carl Seitz was then called. Cross-examined by Mr. Bryan, witness stated that board and lodging could be had in Shanghai for \$150 a month. Some of his staff, Mr. Watson and Mr. Ricks, had told him that they were living at about \$180 a month.

There is a good deal of difference between \$150 and \$180 is there not? It must be about 15 to 20 per cent. more. "Yes, there has been an increase of late."

"Can a married man live comfortably on \$150 a month?"—"He can get board and lodging but he can't live for that."

"What do you mean by living?"—"Well, he has salary besides for other expenses."

"Do you call board and lodging living?"—"Yes, that is living."

"How about clothing?"—"That is an accessory."

"Are accessories not needed?"—"Of course they are needed. But a man gets wages to cover that."

"How much does it cost you to live?"—"My cost of living is about \$150 a month."

"Could you live on \$150?"—"If I had to, I would."

Mr. Jones was then called. He confirmed his evidence of the previous day of Mr. Honigsberg's statement of the cost of living in Shanghai and was cross-examined.

Counsel then summed up their cases and judgement was reserved.

WHEN IS WOMAN OF VOTING AGE?

AMUSING REASON FOR HIGHER LIMIT.

Major Archer Shee gave some amusing descriptions of woman recently to a House of Commons Committee which is considering a Bill to give her the vote at 21, just like men.

In the opinion of the gallant major, 29 is a more suitable age. He gave as his reason that he did not want woman to have her nose in politics till she knew what she was about, and described her as:—

Captivatingly capricious. Fascinatingly futile. Irresistibly irrational. Inzoniouly inexperienced. Politically pusillanimous. Wholly and charmingly incomprehensible.

Sir Frederick Banbury also had an amendment in this sense before the Committee, only he stated the age of political discretion at 25. He intimated that he was in favour of raising the voting age of men to 24.

Mr. Sugden (Lab) opposed any change in the Bill, and said he looked forward to the time when women of 21 would sit in Parliament. It was eminently desirable that they should have the youthful invigorating view in the House of Commons.

Lady Astor pointed out that the House of Commons had already accepted the principle of the Bill, and the amendments were an ingenious obstruction to wreck it.

On a vote Major Archer Shee's amendment was negatived, and the discussion on Sir F. Banbury's amendment was adjourned.

LOST RICHES.

A WOMAN ROBBED.

The owner of a quantity of jewellery and money, valued at about a thousand dollars, received a shock in the early hours of the morning, when, sleep being rendered impossible by the presence of so many riches in her cubicle, she got up and looked under the bed only to find that the basket containing her wealth had disappeared and with it another tenant of the same floor. She enlisted the aid of the Yau-mai Police, and a watch was kept for the return of the tenant, who turned up at about six o'clock and was put under arrest. He admitted the theft in his statement to the Police, saying that he divided the loot with two other persons, on whom the Police could not succeed in laying their hands. They, however, secured the receiver of a certain proportion of the stolen property, but beyond an admission that she received the loot at two o'clock in the morning she was unshaken in her statement that she was not guilty. It was further revealed in the case of the arrested man that, in the joy of the moment, he, after receiving his share of the stolen wealth, had proceeded with haste to his sweetheart's residence and there magnanimously shared it with her. The case was due to be heard before the Magistrate to-day with Sergeant Ogg in the role of prosecutor.

MERCHANT MARINE.

CHINA COAST CHANGES.

Mr. J. D. Whyte has been appointed second officer, Hunan.

Mr. H. Steffanson, second officer, Hunan, has gone supernumerary second officer, Shansi.

Captain J. Oudney of the Shantung, is on reserve.

Captain H. A. Walker, from leave, has gone master, Shantung.

Mr. E. Williams, from reserve, has gone supernumerary second officer, Luanyi.

Mr. T. Lowery, chief officer, Luanyi, has gone chief officer, Sinkiang.

Mr. J. Hughes has been appointed supernumerary third officer, Tatum.

Mr. J. Beck, from reserve, has gone second officer, Fengtien.

Mr. H. Mackenzie, third engineer, Yingchow, has gone acting second engineer, Tatum.

Mr. N. G. Ramsay, chief engineer, Tatum, has gone chief engineer, Yingchow.

Mr. J. Smith, chief engineer, Yingchow, has resigned.

Mr. J. Roxborough, second engineer, Tungchow, is on reserve.

Mr. D. M. Stuart, from reserve, has gone second engineer, Tungchow.

Mr. G. Porterfield has been appointed acting chief engineer, Kingkong.

Mr. A. S. Spiers, chief engineer, Kingkong, is on leave.

Mr. J. Halkett has been appointed third engineer, Waishing.

Mr. G. Cameron, third engineer, Waishing, is on leave.

Captain J. M. Miller, of the Kiangtung, is on leave.

Captain C. E. Neilson, of the Irene, has gone master, Kiangtung.

Captain N. McLean, from leave, has gone master, Irene.

Captain W. Phillip of the Kiangyui, is on leave.

Mr. H. Langrad, chief officer, Kiangtung, has gone chief officer, Kwangchi.

Mr. C. Wand, chief officer, Kwangchi, has gone chief officer, Kiangtung.

Mr. J. Bernardo, third engineer, Kiangtung, has gone acting second engineer, same ship.

Mr. W. Clag has been appointed acting third engineer, Kiangtung.

Mr. R. Alexandro, third engineer, Kiangtung, is on leave.

Shipping and Engineering.

KILLED BY PET DONKEY.

Mrs. Mable Gaster, wife of the Rev. Percy Gaster, of St. Paul's Vicarage, Greenwich, has died through being bitten by a pet donkey. She was staying with her children at Brightling, and was attacked by the donkey, which bit her in seven places and trampled on her. A verdict of death from shock after the injuries was returned at the inquest.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 3/4d.

THE WEATHER.

Forecast:—Rain. Barometer:—29.60. Temperature 2 p.m.:—85. Humidity 2 p.m.:—80.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Tennis Final.—Ng Sze-kwong v. M. W. Lo; H.K.C.C. ground—4.30 p.m.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

SATURDAY, MAY 29.

Park Tramways Co.—Shareholder meeting—11.30 a.m.

WEDNESDAY, JUNE 2.

Star Ferry Co.—Shareholders meeting—noon.

NOTICES.

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THE NAVY.

NEW ADMIRALTY SIGNAL-
LING DEPARTMENT.

The duties connected with signals hitherto performed at the Admiralty, and by the Superintendent of Signal Schools, Portsmouth, under Admiralty directions, are in future to be combined and will henceforth be dealt with by a single department at the Admiralty with the title of Signal Department. All matters connected with the provision, organization, and maintenance of and the training of personnel in wireless telegraphy, and also R.T., S.T., and V.S. will be within the scope of the new Department. The head of the branch will be known as the Director of Naval Signals (D.N.S.), and he will be on a similar footing to the Director of Naval Ordnance and the Director of Torpedoes and Mining.

The new Department is to absorb the section of the Director of Torpedoes and Mining's Department which has hitherto dealt with signal matters, and Captain John K. M. Thurn, C.R.E., who has had charge of this electrical section, as it was called, will be the first Director of Naval Signals, as announced in *The Times* on April 7. Being responsible, in his new post, for advising the Board on questions of signal instruction and training, he is authorized to visit the signal training establishments from time to time as necessary. Previous to doing so, he will inform senior naval officers or flag officers of his intention, and obtain their approval, subsequently forwarding a report of his visit to the flag or senior officer concerned. The D.N.S. and his representatives will, as requisite for the efficient performance of the duties assigned to him, visit the dockyards and other naval or private establishments where work may be in hand for the Admiralty.

The correspondence of the Signal Department will be conducted in the same manner as that of the Naval Ordnance and the Torpedo and Mining Departments, the D.N.S. being empowered to correspond in his own name on purely departmental matters with the Admiralty establishments, &c. In particular, he will be in direct communication with the commanding officers of the Vernon and the Signal Schools on all subjects connected with signalling. As fore-shadowed in *The Times* on April 8, the word "communications" as applied to signals, wireless, and other forms of telegraphy, is no longer to be used, and is to be replaced by the word "signals".

The post of Superintendent of Signal Schools will be abolished, but the officer holding the command of the Portsmouth Signal School will act in an advisory capacity to the Director of Naval Signals, his relation to the D.N.S. being similar to those of the captain of the Excellent to the D.N.O. and the captain of the Vernon to the D.T.M. In this capacity, he will be responsible for the design, inspection, &c., of all W.T.S.T. and R.T. installations, and for all experimental work in connexion therewith, as well as for the co-ordination of training and the examination of signal and telegraphist personnel on the lines laid down by the Admiralty.

IT'S AN ILL WIND

AMERICA'S CRAZE FOR
CANDY.

Prohibition has many things to answer for, one of them being the increased dividends drawn by those persons fortunate enough to own shares in "candy" factories. If men are denied liquor they turn to sweets, and millions of American men are now eating candy who before prohibition came into effect would have turned up their noses in contempt for stuff that was supposed to be fit only for women and children. So intense has the male craving become for sweets that the leading hotels now include candy as a recognized item on their menus, for which they charge from one to six shillings a portion. No matter what happens, the hotel does not suffer. Prohibition, it was said, would force every hotel into bankruptcy, but the loss of the bar receipts were made up by increasing the price of rooms and meals, and a handful of bonbons selling for five or six shillings a portion leaves a very handsome profit. Unlike Englishmen, Americans have never taken kindly to jam or marmalade for breakfast, but now they top off a steak and potatoes and a couple of cups of coffee and waffles and syrup with candy.

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EARLIER TELEGRAMS.

THE OPEN DOOR IN CHINA.

London, May 24.
Mr. Bland emphasises that the main purpose of the Alliance was to protect and preserve the integrity and independence of China and maintain in that country the principle of the open door. He says any renewal of the alliance which fails to emphasise and safeguard this principle and insist upon its equitable application will be not only useless from the British point of view but a certain source of trouble in the future. A complete return to the "status quo ante bellum" in China is clearly impossible but as far as Britain is concerned the fundamental object of the alliance remains unchanged and it should be our definite aim to make it, when renewed, an effective instrument for the maintenance of those equal opportunities on which the future of British trade in China depends.

There can be no hope of permanently preserving the integrity and independence of China unless immediate steps are taken to establish and maintain at Peking a Central Government with authority sufficient to enable it to collect adequate revenues from the provinces. This central government cannot be established by the Chinese themselves without foreign intervention. In order to make its establishment and continued existence possible the provincial armies of the Manchus must be finally disbanded and the Manchus themselves replaced by civil governors directly responsible to Peking.

AMERICAN RAILWAYS.

Washington, May 25.
Mr. Sherrley, of the railroad administration, reports a gross loss of \$990,478,000 on the railroads under war time Government control. Mr. Howard Elliott, representing the association of railway executives, giving evidence at the inter state commerce commission which is considering an increase of freight, stated that an average increase of 25-45 per cent. was necessary in order to raise six per cent. on the capital investment as contemplated by the Transportation Act. Mr. Frederick Strauss, the New York banker, emphasised the importance of establishing a feeling of security in railroad stock and bonds in the minds of investors.

Washington, May 22.
The Government, with the assistance of sugar importers and brokers, is formulating arrangements for more effective distribution of sugar. The railroad operating officials have been instructed first to attack freight congestion by clearing a score or more important junction points. The plan contemplates the formation of committees at thirty gateways to disentangle the mass of cars and expeditiously forward them, also to instruct supplemental to the commerce commission regarding re-routing and equipment pooling.

PRICES IN AMERICA.

New York, May 25.
According to Mr. Johnson, Dean of the School of Commerce, the present downward trend of prices is a genuine indication that the orgy of spending is diminishing. He opines that the price decline will be continuous. The fact that the banks are behind the movement for lower prices is the best assurance that the downward course will continue. Careful and independent surveys show that production in the United States, despite the handicap of railway congestion, is steadily increasing. Labour is employing more skill and taking more pains in its work so that the standard of the finished article is slowly improving.

IN TROUBLED MEXICO.

A message from Mexico City says Carranza was buried without disorder. Several members of Carranza's entourage were arrested aboard a funeral train for the capital and imprisoned at Santiago, including Senor Bonilla, ex-ambassador to Washington. It is reported the "de facto" Government of Mexico has sent an ultimatum to General Villa demanding that he decide by May 25 for peace or war with the new Government.

Washington, May 25.
Oregon has sent a message to President Wilson regretting the assassination of Carranza.

WEEK BEER.

Albany, May 25.
The Governor of New York State has signed a Bill legalising the sale of beer with an alcoholic content of 2.75 per cent.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

RUMANIAN CROWN PRINCE.

Singapore, May 26.
Prince Carol of Rumania is expected to reach Penang on Tuesday from Calcutta on his way to Japan.

NOTICES.

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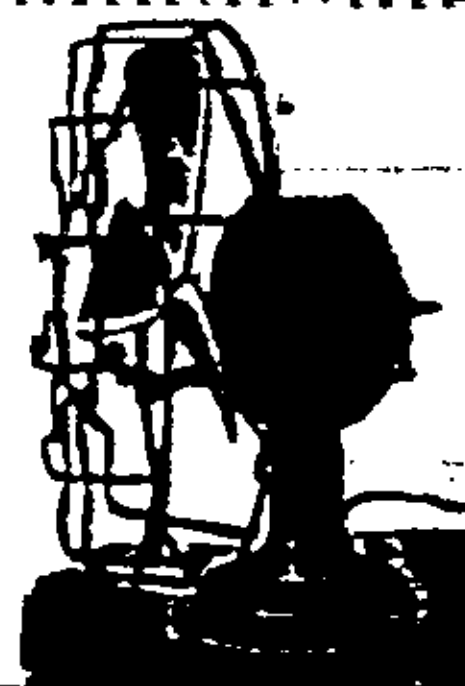
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Rexine Ltd. (Leather-cloth) Pulsometer Engineering Co. Ltd.

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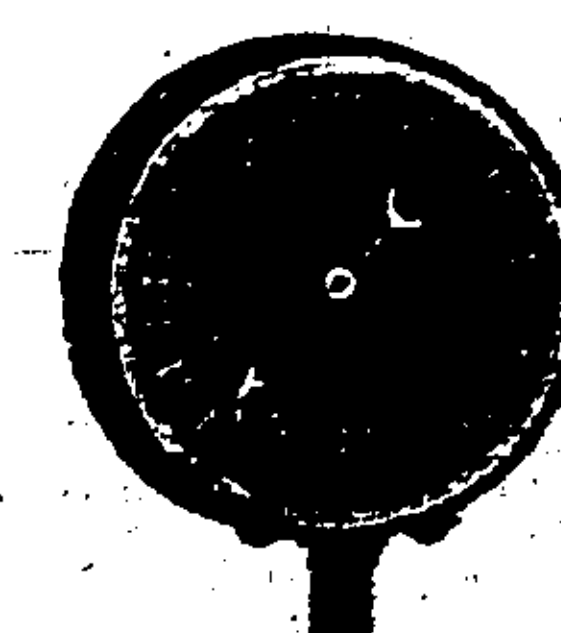
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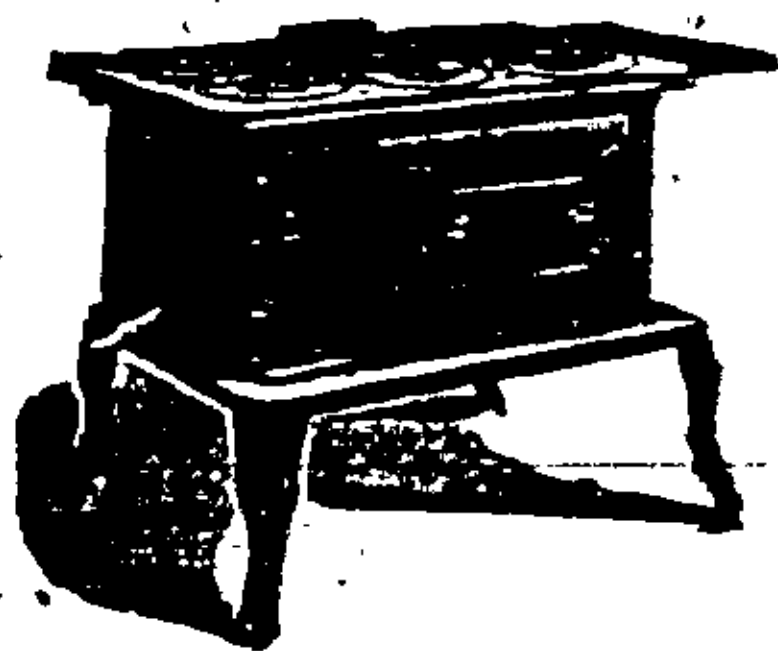
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BOXING AND BOXERS.

HAS WELLS GOT BACK?

Ernest Corri writes in a Home paper:—During the past forty years I have, as you may suppose, seen all manner of boxers, but I believe I am right in saying that in all the long time I have been associated with boxing and boxers I have never beheld such a remarkable man as Fred Kay, of Australia, one of three young fellows from "down under" who have recently come against us.

Recently as most of you are aware, he met our welter champion, Johnny Basham, and at the end of twenty rounds lost on points. Kay, as I have before remarked, is a right handed boxer, which, of course, is nothing unusual for we have had many such. Tiger Smith, for instance, a terror in Army districts once upon a time.

But Kay is more than a right-handed boxer; he is positively weird. Physically he is a human streak, a sort of exclamation mark, nearly six feet high, yet he weighs no more than 10 st. 3 lb.

His reach is phenomenal. He stands all wrong, his boxing is all wrong in fact, he sets up a huge laugh at that which we call convention.

AN UNGAINLY BOXER.

Kay is the most ungainly man I have ever seen in the ring. He jumps, hops, and rolls about like a man who was torn tired; he appears to be impossibly slow, and yet in some wonderful, inexplicable, magical way he is surprisingly fast and elusive. No more difficult opponent has been found for Basham, however—the greatest, the most brilliant boxer we have; a model for every young man to copy a classical boxer.

Basham, though obviously superior, never really mastered the Australian; neither was he able to tell what was likely to happen. Our champion in the third round had a very anxious time; then he was in a very bad way, and Kay, had he been able to hit hard, might have won.

Basham, however, recovered from his trouble, and without being able to make the Australian appear to be much below championship class, was always scoring points. Without doubt, Kay is the greatest disciple of unorthodoxy I have seen, and I do not think that any man round about his weight, other than Basham, could beat him.

As for Basham, I should say that he is as good as even, and I hope that before long it will be possible to get him matched for the world's welter title.

WELLS' FORM.

Strangely different opinions have arisen as to the merit of the victory Bombardier Wells gained over Eddie McGoorty. There are many competent judges who will not have it that Wells did any better than expected. And his fighting qualities they continue seriously to doubt. I do not think it can be urged against me that I am of the pro-Wells brigade, but, in justice to the Bombardier, I must say that with the possible exception of his fight some years ago with Porky Flynn, the American, I do not think he had ever done so splendidly as in his affair with McGoorty.

It is very true that McGoorty is no longer a young man, and that he has seen his best day, but even so he is still a considerable fighter, and I do not believe he has ever been in such fine condition during his present stay in this country as he was against the Bombardier; neither has he fought harder.

But the chief merit in the latest conquest of Wells lies in the fact that he showed no trace of nervousness, and recovered in quite an astonishing way from very serious trouble. Which trouble he experienced in the twelfth round, when a couple of stinging blows on the jaw made him weak and groggy. Pulling himself together, he forced himself to fight, and he has seldom delivered a better blow than that which knocked out McGoorty in the sixteenth round.

Beckett, who looked on must be wondering what will happen in the return match at Olympia on the 13th of next month. Unless Wells begins to fret and fidget when he takes the ring on that occasion, he should not be defeated.

TOMMY BURNS.

I wonder what the big men think of the "official announcement" that Tommy Burns has changed his mind and decided to begin fighting again? I am not a little bit surprised that the old champion intends to "come back." He has seen all the British heavies, and no one will quarrel with him for thinking

AIR MINISTRY PRIZES.

REVISED RULES FOR TESTS.

The rules for the Air Ministry Competitions, which have been the subject of protracted contention between the Ministry and the aircraft constructors, have now been issued in a revised form. Since then the competitions have been postponed from one date to another, and the rules have been more than once reshaped.

Agreement seems, however, to have been reached at last, and the competitions, which have as their object the promotion of increased safety, comfort, and economy in aerial travel, will be opened on August 3 for large and small aeroplanes and on September 1 for amphibians. The prizes to be competed for are as follows:

(a) Prizes open to British subjects for aeroplanes including engines designed and manufactured in the British Empire:—Small type:—1st, £10,000; 2nd, £4,000; 3rd, £2,000. Large type:—1st, £20,000; 2nd, £8,000; 3rd, £4,000.

(b) Prizes open to British subjects for seaplanes (amphibians) including engines designed and manufactured in the British Empire:—1st, £10,000; 2nd, £4,000; 3rd, £2,000.

The Government reserve the right to vary the proportion of totals under (a) and (b) between the various prizes if the merits of the machines warrant it or to withhold any or all of the prizes if, in the opinion of the judges' committee, no real advance on existing designs is shown. The Government will, if the entrant agrees, buy the machine of each type winning the first prize, the designs to remain the property of the manufacturers. The maximum prices payable under this head will be:—

Aeroplane, small type £4,000
Aeroplane, large type 10,000
Seaplane 8,000

Oil and petrol, and, as far as possible, accommodation (at owner's risk) for the aircraft, will be supplied free by the Government.

(C.A.L.) Air Ministry, before the following dates:—

Aeroplanes, large and small types, June 1.

Seaplanes (amphibians), July 1.

RELIABILITY AND ECONOMY.

There are numerous minor alterations in the rules as now approved and two new tests are introduced. These latter are a test for multi-engine machines in landing and getting off with one engine cut out, and a reliability and economy test that is in effect an expansion of the original proposal to have a test of reliability alone. The definition of the full load under which this test is to be carried out is "petrol and oil sufficient to fly 100 miles at 3,000 ft. at a speed of not less than 50 m.p.h., and in addition the declared passenger load (including pilot and crew, if any), the standard weight of each person to be taken at 220 lb."

The conditions and tests for seaplanes (amphibians) include tests in alighting and getting off, reliability and economy, and mooring out.

that they do not touch greatness. Burns is under 40 years of age, and, having all his life taken great care of himself, he is even now an almost perfect physical specimen.

And although he has not done any very serious fighting for many years, he has never been altogether out of training since he lost his championship to Johnson. He has given it out that he considers that Beckett is the pick of the bunch, and it is Beckett that he is anxious to meet. I do not think he will have any great difficulty in getting a fight with our champion.

More than one promoter would be glad to put on such a contest. It is only a question of terms, and if this can be settled, then the way to the reappearance of Burns should be easy.

In London during mid-week the story was spread about that Carpenter and Ted Lewis would meet in London in three months' time for a purse of £25,000; that the Frenchman had given up all idea of getting Dempsey into the ring; and so forth.

I am in a position to say that there is little or no chance of a fight between Carpenter and Lewis. I'll wager that they will never meet. Carpenter has not given up hopes of meeting with Dempsey.

As a matter of fact he is certain in his own mind that the champion will sign up immediately he has done with his present legal troubles. Carpenter assures me that he has thought of no match except one with the conqueror of Jess Willard.

U.S. NAVAL SQUABBLE.

ALLEGATION OF FORGERY.

Washington, May 17.—Secretary of the Navy Daniels to-day presented to the senate committee on naval affairs a confidential cablegram which President Wilson sent to Admiral W. S. Sims who was in England during the war.

In the cablegram the president expressed surprise that the "British Admiralty failed to use Britain's great naval superiority," effectively against the German submarines. He asked Admiral Sims to comment and make suggestions, based on "independent thought" without regard to the judgment of any one on that side of the water.

The cablegram in part said: "The Admiralty is helpless to the point of panic over the submarine situation. Every plan we suggest they reject for some reason of prudence. In my view this is not the time for prudence, but for boldness, even at the cost of great losses."

The secretary said the president added that Admiral Sims was asked to advise "as if you were running the navy as your own."

Secretary Daniels further testified that Admiral Sims replied in a long telegram of generalities on what the British were doing.

Washington, May 17.—Secretary of the Navy Daniels to-day charged that the cablegram produced before the senate naval affairs committee during Admiral Sims' testimony bore a forged signature.

Secretary Daniels said he referred to the message received by Sims in London which was part of his criticism of the navy department, purporting to be signed by Secretary Daniels. He said the original dispatch was signed by "A. F. Carter by direction of the chief of naval operations."

Continuing Secretary Daniels said: "Somewhere somebody is guilty of signing my name to an official dispatch which the original shows I never signed or allowed. The dispatch shows an erasure of the real signature and the substitution of Daniels."

Secretary Daniels said that Admiral Sims should produce the person who charged the signature and declared that the admiral "owed an apology to me and the country."

Newport, R. I., May 17.—Admiral Sims had no comment to make on Secretary Daniels' statement that the secretary's name was forged to a cablegram to Sims during the war.

Washington, May 14.—Secretary of the Navy Daniels to-day testified that Admiral Sims tried to disregard the navy department plan, instead of accepting the department's suggestions of a great offensive to stop the German submarines.

WHISKY AT 126 A BOTTLE.

TRADE CAMPAIGN AGAINST NEW DUTIES.

The additional duties on spirits, beer, and wines imposed by the Budget appear to have caused consternation in the trade, and for the first time in six years a vigorous campaign against the increase in taxation is likely to be launched. So long as money had to be found for the public of prosecuting the war, brewers, distillers, the public submitted to heavy duties without serious protest, but now that estimates of the national expenditure are regarded as swollen by Government extravagance the heavy new imposts are likely to be sharply opposed.

The increase in the whisky duty to 72s. 6d. a proof gallon means that the Government tax on every bottle of spirit sold at the reduced strength of 30deg. under proof will be nearly 8s. 6d. a bottle as compared with 1s. 9d. before the war. The advance in the duty is at the rate of about 2s. 6d. a bottle, of which 6d. is to be borne by the trade and 2s. is to be passed on to the public, raising the retail price to 12s. 6d. a bottle against the 1914 price of 3s. 9d. for spirit sold at an equivalent strength.

Some increase of the wine duties had been expected, but the prevailing view in regard to beer and spirits was that taxation had already been carried to the extreme limit which the public would accept, and a further levy had not been entertained as a serious proposition. A leading Scotch distiller expressed the opinion recently that the new duties were due to "Passyfoot" influence, and the view is taken that the revenue is likely to suffer rather than gain by the latest attempt to squeeze the non-alcoholic majority of the population.—Times.

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This preparation is harmless to animals. It stimulates the growth of the hair and fur and gives a fine gloss to the coat.

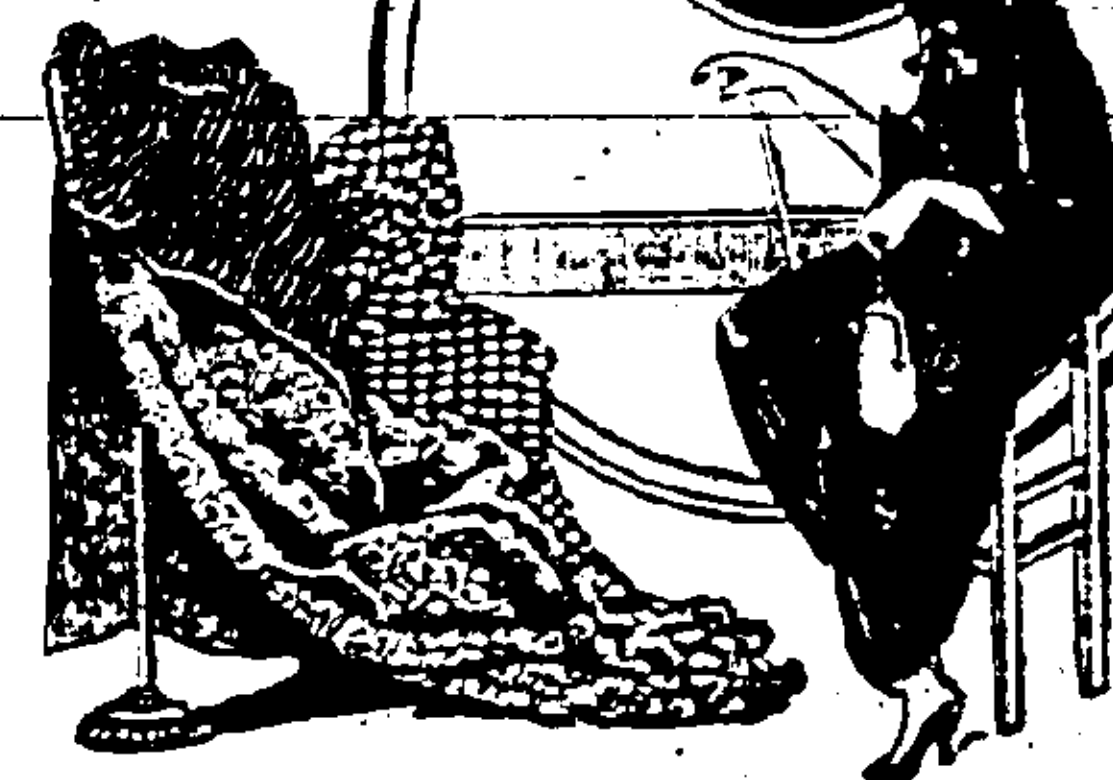
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We have just received per Parcels Post a consignment of the latest in Dress Voiles. We have just received one dress length of each. No two patterns alike.

Prices \$8.75 to \$16.50 a piece.

CALL & SEE THEM.

LARGE STOCKS of Voiles in all Colours, Tonalities, Tootal's Pique etc. etc.



White Canvas and Buckskin Boots and Shoes for Ladies and Gentlemen. A great Variety of styles to select from at popular prices.

WHITEAWAY, LAIDLAW & CO., LTD.

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(Incorporated in England).

MOTOR-BUSES FOR SHANGHAI.

A TRAFFIC SOLVENT.

When the vexed question of traffic crops up in Shanghai the average newspaper man feels somewhat diffident in making suggestions, says the N. C. Daily News, but a reader has sent in the ideas upon which this article is based, and while the writer is not prepared wholeheartedly to give them his support without very much more investigation, he feels that the subject is one which deserves public attention.

The principal street of Shanghai, more particularly the Central District, presents an appalling problem at certain hours of the day when the traffic is at its greatest. It is mainly due to the very inefficient handling of the local police that such thoroughfares as Nanking Road are at all possible, and to them has to be extended every praise for the manner in which they make some of the streets, too narrow for present-day demands, at all able to cater for the large number of vehicles using them. In some of the other streets temporary congestion arises by reason of the tramcars, admirable institutions in their way, but by reason of their inflexibility totally unable to do anything else but keep on their way and make every other form of vehicle yield to them. On this point the "Scientific American" has much of value to say.

"Since the amount of traffic they will hold is limited by the tracks on which they run, it will be impossible for them to keep up with the growing needs of transportation unless new tracks are laid. This, however, is prohibited by the increasing congestion of privately owned vehicles on the highways. Increasing population, on the one hand, demands more public transportation facilities. The increasing number of privately owned passenger and commercial vehicles, on the other hand, demands better highway facilities.

FLEXIBILITY NEEDED.

This might very well have been written about Shanghai. But the writer goes on to suggest that the time has come when the electric tram should be done away with and something more flexible substituted.

Our reader does not suggest this at present, but he is of the opinion that the ricksha has nearly reached the end of its tether. There are, he points out, about 8,000 rickshas, playing for hire in the settlement and assuming that each ricksha carries about 10 passengers per day on the average the public ricksha traffic must amount to something in the neighbourhood of 80,000 a day. It is probably a great deal more. If he had his way, these rickshas would be taken off the streets at the rate of 1,000 per annum, and 100 motor-buses substituted for them, so that at the end of eight years all the rickshas would have disappeared and Shanghai would have 800 motor-buses in their place.

LONDON'S EXAMPLE.

It seems extremely unlikely that 800 buses would be necessary, but at any rate the prospect of a large number of such vehicles operating upon well defined routes opens up a vista of greater convenience to those who are not fortunate enough to be able to own a car of their own, and quick means of transit to and from their residences and towns. By a system of licences and adequate charges therefore our correspondent believes that the municipal revenue would not only be saved from reduction, but would in fact afford increased income.

The idea certainly seems to have something to commend it. Those who know London will remember the wonderful change that motor-buses made to the task of getting about that huge city, and the manner in which they fitted into traffic, instead of making the traffic fit round them, their ability to take in and discharge passengers at the kerb instead of the middle of the road and the fact that transport by this means cost no more than on systems which necessitated fixed tracks in the roads.

EFFICIENCY AND ECONOMY.

The magazine quoted above, dealing with this aspect of the traffic problem says:

"Efficiency and economy of operation are, in favour of the motor-bus. These economies are principally due to the fact that the tremendous overhead expenses of the surface-car lines are eliminated in the operation of motor-buses. The bus is its own power plant and it consumes

NATION'S CALL TO PARENTHOOD.

DANGER OF WOMEN'S EMANCIPATION.

An important conference on Education, Law, and Health was held at Londonderry House, Park-lane, recently. It was convened by the National Council of Public Morals.

The Council has issued the following manifesto, entitled, "The Renewal of the Nation's Life."

"The securing of the peace and progress of mankind depends not exclusively on the many schemes now under discussion, but first of all on a new spirit in society. A progressive morality, sensitive and responsive to the changing relations of men and nations and races is the one thing needed."

"In a time like this, with the appalling miseries and tragedies in so many lands, extravagant luxury is a crime which should bring those who are guilty of it under the contempt and detestation of men of good will. Conflicting interests, which refuse to yield to the spirit of conciliation, are continuing the perils of war in the days of peace. Selfishness and worldliness, greed and envy, are to-day like explosive forces threatening to shatter the foundations of sociability."

"The National Council of Public Morals is here primarily concerned with the relations of the sexes. For the negative policy of the repression of vice, although that cannot be disregarded, it seeks to substitute the positive policy of the promotion of virtue, by presenting and applying an ideal of marriage and parenthood in the explication and enforcement of which religious faith and modern science can be mutually helpful allies."

"The sacredness of marriage and parenthood must be insisted on. Adolescents must be taught how the promises of sex may be fulfilled, and its dangers averted. The permanence of the relation of husband and wife must, in the interests of children as well as parents, be insisted on, and divorce be allowed only where a greater moral injury would be involved in its continuance of the marriage than in its termination."

While the mutual happiness and help of husband and wife may be recognised as one of the objects of marriage, parenthood must be held to be the primary object. While the reckless multiplication of the family is a danger to the community, the responsibilities of parenthood, for any reasons which an enlightened conscience cannot approve, is no less a wrong done to society."

The nation has a moral claim for such favourable for the training of children for worthy citizenship. The emancipation of women is not without its dangers, for it is leading some women to a depreciation of motherhood as the most valuable contribution that most women can offer to the common good. And by motherhood is meant not merely the physical fact of bearing a child, but the moral and spiritual service of caring for and training the child which only in exceptional cases can be compatible with the pursuit of a daily permanent occupation outside of the home. In fulfilment of this sacred calling all mothers should be assured of economic security as well as social honour."

power only when in-operation. Since it is speedier than the surface-car, a bus can make more trips per day, thereby increasing the revenue per unit of expenditure. "Motor-bus routes offer many convenience that cannot be offered by traction lines. Another point—they unload passengers at the curb, which is much safer. In case of a blockade, a bus can detour. This fact alone works as a benefit in two ways—it makes a more dependable transportation system and tends to relieve the congestion incidental to blockades. Not being confined to tracks, buses can receive and discharge passengers nearer to their homes. Then, too, we have the obvious fact that people would rather ride in a motor-bus not only because of its convenience, but because of the suggestion it conveys of pleasurable outdoors."

"The motor-bus is also a big factor in solving the industrial labour problem. Factory sites within city limits where labour is available are scarce. The use of buses to carry employees to outlying sections where sites are obtainable is gradually being recognised as the logical solution to the problem."

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 31st May, 1920, commencing at 11 a.m.

at Coopers Godown, Wanchai, (For account of the concerned)

300 Bales "BLUE LINE"

40" x 28" 2 1/2 lbs.

On view Now

Terms: Cash on delivery.

LAMBERT BROS. Auctioneers.

PUBLIC AUCTIONS.

By order of the Mortgagees, Messrs. Lambert Brothers have received instructions to sell by

PUBLIC AUCTION, on

Friday the 28th day of May, 1920 at 3 p.m.

at their Sales Rooms Duddell Street, Victoria, Hongkong.

The following valuable leasehold property situate at Victoria in the Colony of Hongkong viz—

All that piece or parcel of land situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 346 together with the messuage erected thereon known as No. 15 Mosque Street—Victoria aforesaid. Term 999 years created by a Crown Lease thereof dated 11th April 1853. Annual Crown Rent \$124. Area 1,440 square feet.

For further particulars and conditions of sale apply to

JOHNSON, STOKES & MASTER

Princes Buildings, Lee House Street, Hongkong

Solicitors for the Mortgagees or to

Messrs. LAMBERT BROS. The Auctioneers.

Hongkong, 14th May, 1920

THE PEACE TREATY.

IN U. S. POLITICAL CAMPAIGN.

Washington, May 19. — The Treaty of Versailles as it came from Paris was thrown squarely into the presidential campaign today.

President Wilson formally called on the democratic party to endorse and support the Treaty and condemn the Lodge reservations.

Senator Lodge, republican leader, accepted the challenge of the president and political observers here regard the issue as clearly drawn.

With William Jennings Bryan insisting that the democrats accept the reservations adopted by a majority of the senate, some observers expect a sharp light on the Treaty issue at the democratic national convention on San Francisco.

As to the Treaty Mr. Wilson said he thought it was imperative that the democratic party should proclaim itself the uncompromising champion of the nation's honor, endorse the Versailles Treaty and condemn the Lodge reservations.

"The party should proudly avow its intention," says the statement, "and try to apply moral and Christian principles to the world's problems. America cannot afford to become merely one of those who scramble for selfish advantage."

Senator Lodge said he was glad President Wilson had taken the position that he has, as it fully justifies the republican position to the Treaty.

Washington, May 11. Senator Lodge scored the statement of President Wilson and said the plan of the president to make the Treaty the campaign issue was the "first case of premeditated political suicide devised."

"It means the democratic loss of every state north of Mason and Dixon line and the breaking of the solid south," said Senator Lodge.

William J. Bryan urged immediate ratification but opposed taking the Treaty into the campaign.

Chicago, May 11.—William Howard Taft scored the statement of President Wilson regarding the Treaty in the campaign, saying: "The greatest obstruction is in Washington. He desires to destroy all, if he can not get all."

NOTICE.

REMOVAL NOTICE.

We beg to notify our clients that our office has this day been removed to No. 14, Des Vieux Road, Central (1st floor Wiseman Cafe).

FAR EAST OXYGEN AND ACETYLENE CO. LTD.

NOTICE.

Mrs. Basil Taylor wishes to recommend her two No. 1 Cooks, both first class; House Coolie; Amah; Gardener; and four Chair Coolies. All free 1st June. Apply 77, The Peak.

NOTICE.

ROYAL HONGKONG GOLF CLUB.

The NEW COURSE at Fanling will be closed to play from 8th June to the 8th July.

Hongkong, 27th May, 1920.

NOTICE.

REPUSE RAY HOTEL.

SATURDAY, MAY 30th.

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, MAY 30th.

Orchestral Concerts during

Tea and Afternoon.

NOTICE.

MOTOR CAR & CYCLE NUMBER PLATES.

It is notified for the information of the public that Motor Car numbered Number Plates Nos. 301-500 and Motor Cycle Number Plates Nos. 201-300, can be obtained on application at the Licensing Office, Central Police Station. The price is \$1.00 per plate.

P. P. J. WOODHOUSE, Captain Superintendent Police.

Hongkong, 30th May, 1920.

NOTICE.

THE "STAR" FERRY CO. LTD.

NOTICE TO SHAREHOLDERS.

By order of the Board of Directors, W. S. BROWN, Secretary.

Hongkong, 21st May, 1920.

NOTICE.

THE ADMIRAL LINE.

THE Steamship "EDMORE"

having arrived from Seattle via ports on 26th inst. consignees are hereby notified that their cargo is being landed at their risk into the Godowns and

Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co. Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 31st inst. by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after June 1st 1920 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC STEAMSHIP CO. United States Shipping Board.

Emergency Fleet Corporation.

Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.

Hongkong, 26th May, 1920.

NEW

ADVERTISEMENTS

THE ROYAL HONGKONG GOLF CLUB.

NOTICE is hereby given that an Extraordinary General Meeting of the Members of the Club will be held at the City Hall on Friday, the 4th day of June, 1920, at 5.15 p.m., when the following resolutions which were passed at an Extraordinary General Meeting of the Club held on the 10th May, 1920, will be submitted for confirmation as special resolutions:—

That the Articles of Association be amended by

1. Adding to paragraph 19 the following words:— "From the 1st July, 1920, to the 30th September, 1922, all Resident Playing Members who make use of all Courses and Club Houses shall pay an additional subscription of \$2 per month. Resident Playing Members who do not make use of the Happy Valley and Deep Water Bay Courses will not be required to pay the additional subscription. Such Members may make use of the Courses and Club Houses at Fanling on payment of a fee of \$1 per day."

2. Striking out the words and figures "up to the 30th day of April, 1916, \$3 and after that date \$5" in line 2 of Article 33 and substituting therefor "after the 30th June, 1920, the same as that for Resident Playing Members."

3. Adding after the word "Valley" in line 4 of paragraph 10 the words "and Fanling."

4. Adding after the word "Valley" in line 11 of paragraph 17 the words "and Fanling."

5. Adding after the word "Valley" in last line of paragraph 18 the words "and Fanling."

6. Striking out the words "\$2 per year" in line 1 of paragraph 20 and substituting the words "\$5 per year or such other sum or sums as from time to time may be determined at a General Meeting of the Club."

7. Adding after paragraph 20, Paragraph 20a. Any Member shall be entitled on payment of \$25 to be relieved from all further liability at all times thereafter for the payment of subscriptions otherwise due from him as an Absent Member."

8. Striking out the figure "6" in line 2 of paragraph 2 and substituting the figure "1,000."

9. Adding after the word "China" in line 3 of paragraph 31 the words "and Civil Officers."

10. Adding after the word "day" in line 6 of paragraph 37 the words "other than Saturdays, Sundays or Holidays for Saturdays \$2.00 for Sundays or Holidays \$3.00, and striking out the words "\$5.00" in line 7 of same paragraph and substituting therefor the words "\$15.00" and by adding after the word "month" in line 7 of same paragraph the words "Non-Playing Visitors \$1.00 per day" and by adding after the last word of same paragraph the words "and a card of introduction obtained from the Secretary, such card to be placed in a box provided for the purpose at the Club Houses. If any Member fails to comply with these provisions he shall be charged twice the amount due."

By Order of the Committee.

L. S. GREENHILL, Hon. Secretary.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.

Opposite the University—Tel. No. 732. P.O. Box, 593.

Principal

JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Preparation (Class and Private) Day and Evening, Oral and Correspondence for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

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LOST.—Leather Attache Case at Repulse Bay, on Monday afternoon, containing silver-mounted Mirror—initials engraved "M.Z.C."—silver Powder Box, Bathing Kit and various other articles. Will kindly return to Mrs. Connor, No. 1 Basilea Terrace, Lytleton Road, Hongkong? Suitable reward.

FOR SALE.

FOR SALE.—Indian spring frame power plus Motor Cycle, bought 1918 new, with comfortable side car, fitted hood windscreen &c. Guaranteed in perfect condition. \$450.00. Apply Box 364 c/o "Hongkong Telegraph."

NOTICE.

Applications are invited for the post of Chief Interpreter in the Supreme Court of Hongkong.

Candidates must be of European descent and must be thoroughly conversant with the Cantonese dialect while a knowledge of a second dialect of the Chinese language is desirable.

The Commencing salary is at the rate of \$400 a month and allowance in aid of rent is granted.

Applications should be made in writing to the Registrar, Supreme Court.

C. D. MELBOURNE, Registrar.

Applications are invited for the post of First Grade Interpreter in the Supreme Court of Hongkong.

Candidates must be thoroughly conversant with English and with the Cantonese dialect while a knowledge of a second dialect of the Chinese language is desirable.

The salary offered is \$1,920 per annum rising by biennial increments of \$120 to \$2,400 per annum.

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WANTED.

WANTED.—By large English Concern, first class Interpreter Salesman for Hongkong & Cantonese preferred. Business connection with foreign medicine dealers an advantage. Must be good translator. State terms and give local references to Box 364 c/o "Hongkong Telegraph."

WANTED.—EXCHANGE OFFICES. Tenant of office in Prince's Building (facing Le House Street) wishes to arrange exchange with tenant of office in Prince's Buildings (facing Law Courts). Apply Box 363, c/o "Hongkong Telegraph."

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The new Shanghai office will supply catalogs and accept and forward orders and remittances. Clear and forward shipments on request. Answer enquiries and supply required information. Samples of style merchandise will be carried.
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BY REQUEST
DATE 5/27/20
Montgomery Ward & Co.
INCORPORATED IN U.S.A.

WATER RETURN.

Level and Storage of water in Reservoirs on May 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

1919	1920
T-tam	25.11 Below
T-tam	25.11 Below
T-tam	25.11 Below
T-tam	25.11 Below
T-tam	25.11 Below
T-tam	25.11 Below
T-tam	25.11 Below
T-tam	25.11 Below
T-tam	25.11 Below
T-tam	25.11 Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

1919	1920
T-tam	12.11
T-tam	12.11
T-tam	12.11
T-tam	12.11
T-tam	12.11
T-tam	12.11
T-tam	12.11
T-tam	12.11
T-tam	12.11
T-tam	12.11

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.

1919	1920
Consumption	12.11
Consumption	12.11
Consumption	12.11
Consumption	12.11
Consumption	12.11
Consumption	12.11
Consumption	12.11
Consumption	12.11
Consumption	12.11
Consumption	12.11

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1919	1920
Consumption	12.11
Consumption	12.11
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Consumption	12.11
Consumption	12.11
Consumption	12.11
Consumption	12.11
Consumption	12.11
Consumption	12.11

GREAT DISCOVERY IN A COUNTRY HOUSE.

PRICELESS SHAKESPEAREAN BOOKS.

"Just before Christmas the keenest interest was aroused, not only amongst Shakespearean students, but the public at large, by the discovery and subsequent sale of some unique prizes of Tudor and Elizabethan literature belonging to the Britwell Court Library," says the Daily Telegraph.

"The greatest prize of the whole collection, a fourth edition of Shakespeare's 'Venus and Adonis,' and a first edition of his 'Passionate Pilgrim,' both bearing the date 1599, were bought by an American gentleman at the astonishing price of £15,100. No other fourth edition of the Venus poem is extant, which accounts no doubt for the extraordinary value of the specimen in question.

THE MIRACLE HAS HAPPENED.

"After such a discovery as this it did not seem in the slightest degree probable that we should have to record another of similar magnitude and importance. Nevertheless, the miracle has happened. In Longner Hall near Shrewsbury, Mr. Richard Francis Burton, as a result of a search amongst venerable books preserved in his muniment room for over 200 years, came across a little volume of priceless worth.

"It included a first edition of 'The Passionate Pilgrim,' the poem which is usually bound up with Shakespeare's Sonnets; a fifth edition of the 'Venus and Adonis,' with the title-page, whereas the copy in the Bodleian has no title-page; a third edition of the 'Lucrece,' and an unexpected find, a continuation of 'Lucrece,' written by Thomas Middleton, himself a versatile dramatist, and known as an admirer of Shakespeare.

"I THINK I HAVE."

"Here is the story of this great find. Shortly after the Britwell sale a gentleman living in an old hall near Shrewsbury (the region of the famous Welsh Marches) had another search among some venerable books which had been preserved in his muniment room for over 200 years. I think I have got a little volume containing an interesting 'Venus and Adonis,' with a 'Passionate Pilgrim,' and others of possibly equal importance, he modestly wrote to Sotheby's. He had. To-day the Elizabethan pundits of the literary world will be rushing to see it.

"This amazing trouvaille contains (1) another first edition of the 1599 'Passionate Pilgrim' with additions made up from either an unknown earlier edition or from a portion of that 1606 edition, of which no other trace exists; (2) a fifth edition of the 'Venus and Adonis,' now proved by its title-page to be of the same year of issue as the fourth, 1599 (hitherto the fifth in the Bodleian, without this title-page, has been believed to be the only extant copy of it); (3) another third edition, 1600, of the 'Lucrece,' therefore again disputing the Bodleian claim to possessing the 'only one perfect copy'; (4) a rival to the Lamport Hall copy of the 1595 'Emaridulfe' sonnets (the anagram on the name of the patroness, Marie Colford); and (5) a completely unknown continuation of 'Lucrece,' written in 1600 by Shakespeare's admirer, the versatile Thomas Middleton, under the title of the 'Ghost of Lucrece.'

"Such is a bald statement of the contents of this remarkable little volume (to be sold on March 23, just after the Yates-Thompson manuscripts), which has escaped

the vigilance of the sleuths of Shakespeare-hunting. Measuring only 3 in. by 3 1/4 in., it is bound together in contemporary vellum covers, with gilt-line ornaments, probably the work of a sixteenth-century stationer. The effect of its discovery upon bibliophiles will be somewhat akin to that of Einstein upon astronomers, because years ago all hope seemed to be banished of finding any more early copies of Shakespeare's poems.

"The discoveries of forgotten quarto editions of the plays in Buckinghamshire about 14 years ago emboldened further research, and the Mostyn quartos of the early Elizabethans came as a great surprise last year. We have always held that, despite the thoroughness of the Historical Manuscript Commission's shrewd labours, there are still unexplored muniment rooms in old fastnesses in this country, and that some day a real Shakespeare manuscript will emerge from forgotten dust.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"TSUSHIMA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 1st June, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, 25th May, 1920.

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FOUND AT LONGNER HALL.

"Mr. Richard Francis Burton, who found this volume at his home, Longner Hall, near Shrewsbury, states that it belonged to his ancestor, William Burton, and there were Shropshire Burtons at the time of the Armada. It would be interesting to know whether Robert Burton, the author of the Anatomy of Melancholy, was a collateral member of the family, especially as he formerly owned the only copy of the 'sixth' (1602) edition of 'Venus and Adonis,' now one of the prizes in the Bodleian. Naturally, the chief reason for the enormous sum paid by Mr. Smith for the fourth edition (1599) of the 'Venus' was that neither the Bodleian nor the British Museum contained an example of that edition, although the prize of prizes, the unique first, dated 1593, for which Malone gave only £25, is eternally at Oxford. Still, this new Burton fifth transcends the fifth in the Bodleian in that it has the title-page, missing from the Oxford fifth copy.

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ELECTRICAL

ENGINEERS.

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BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"BESSIE DOLLAR"

having arrived from Vancouver B.C. and ports on May 20th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Tuesday, May 25, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Tuesday May 25th, 1920.

Claims will not be accepted unless cargo is so examined by said surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining undelivered after May 25th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.,
Agents.
Hongkong, 20th May, 1920.

CONSIGNEES.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO

AND SEATTLE

THE Steamship

"WEST HIMROD"

having arrived from San Francisco via ports on 23rd May, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees risk.

Consignees of cargo per "WEST HIMROD" from Seattle are hereby notified that their cargo was transhipped at Yokohama to the "WEST HIMROD."

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 11 a.m. on 31st May 1920, by the Company's surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 31st May, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agents.
1st floor, Powell's Building,
12, Des Voeux Road, Ck.,
Hongkong, 24th May, 1920.

CONSIGNEES.

OSAKA SHOSEN KAISHA.

THE Company's Steamship

From SYDNEY AND

MELBOURNE.

"MADRAS MARU."

having arrived from the above Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Consignees are hereby notified that General Average has been declared and before delivery can be given they must sign General Average Bond, Deposit General Average Contribution of three percent (3%) on the amount of the estimated value of their respective interests and furnish completed valuation statements.

Goods not cleared by the 2nd June, will be subject to rent.

Damaged packages must be left in the Godowns where it will be examined by the Consignee's representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

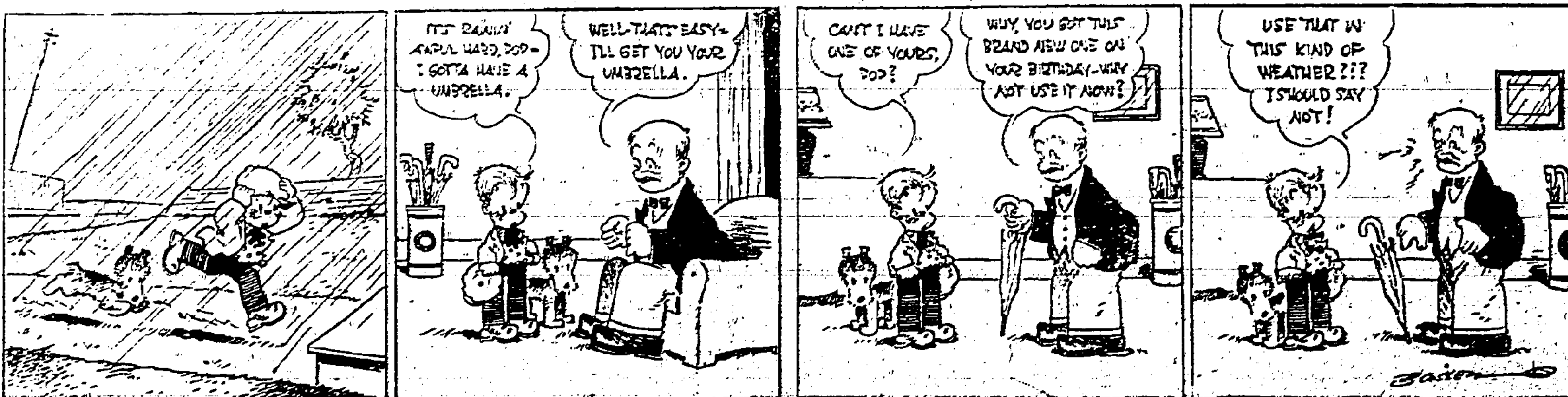
Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA.
Y. YASUDA,
Manager.
Hongkong, 25th May, 1919.

FRECKLES AND HIS FRIENDS

That's What It's For, Freckles!

BY BLOSSER



THORNE'S OLD VAT

"No. 4"

SCOTCH WHISKY

We strongly recommend this Whisky. The Vat was started in 1831 by the late Robert Thorne of Greenock and the Whisky has been known as No. 4 ever since.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
TELEPHONE 516.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a card of evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 27, 1920.

THE SHANTUNG QUESTION.

After very many months of weary waiting China appears to have made up her mind on a policy regarding the Shantung question. But her policy is a negative one—a refusal to enter into negotiations with Japan on the subject. The Peking Government adopts the attitude that China is not a signatory to the Versailles Treaty, that in view of the present feelings of the people it dares not take any step which will arouse popular disapproval, and that for the time being it must, in the friendliest of spirit, decline to enter into direct negotiations. A further point made by the Government is that Japan has already expressed her willingness to return the territory, and therefore no necessity exists for negotiation upon the matter. In putting forward this latter plea, the Peking Government doubtless realises that the point is not a strong one, for whilst it is true that Japan has again and again promised to hand back Shantung, it is obvious that negotiations of some kind would have to be undertaken before the transference could take place. The fact cannot be overlooked that Japan spent lives and treasure in wresting Tsingtau from the Germans, whilst there is also the question of the cost of Japanese administration to be considered. These are some of the points regarding which negotiations would have to take account. It has always been recognised that Japan's promise to restore the territory was a conditional one, and that the conditions attaching to it would become a matter for settlement between China and Japan.

Since the China's refusal to enter into direct negotiations was made, two other interesting items bearing on this issue have been given publicity. One of these is to the effect that a vernacular paper in Shanghai learns from Peking that the Government has decided to submit the problem to the League of Nations, and that a special Commission will be appointed to lay the Chinese case before that body. If the report is true, the development is an interesting one. But the decision comes rather late in the day, a very long time must elapse before this issue can be taken up by the League and any decision given. If China had had in mind the idea of submitting the question to the League from the beginning, it would have been far better had she signed the Treaty under protest, at the same time intimating that she intended bringing this Shantung question before the League at the earliest opportunity. Now she is in the position of not being a member of the League, the Convention of which is part and parcel of the Versailles Treaty, and yet desiring to make use of its influence to redress what she considers to be a wrong. The other item which we have in mind is a reported statement of Japan's policy in consequence of China's refusal to negotiate.

From a telegram which we published yesterday it will have been noticed that the Japanese Government is credited with the intention of declaring to the world that as China refuses to open negotiations, Japan cannot see her way to abide by her promise to return the territory. If that is a true reflection of Japan's intention, there will no doubt be many who will say that the Japanese are making China's refusal an excuse for getting out of a promise which was never intended to be honoured. The promptness with which this report has been circulated would lend support to such an idea. But we can hardly credit Japan with acting in such a clumsy and undiplomatic manner. Japan has promised to return the territory, and she must know that there are other ways of adjusting the matter than direct negotiation with China. Arbitration by a third party is one. And until all other means have failed, Japan would assuredly not be justified in blantly informing the world that she intends holding on to the territory. We trust that even yet some way out of the impasse will be found. But it must be said that China's dilly-dallying and eventual refusal to do anything but sit still have not been helpful factors in this unfortunate dispute.

NOTES & COMMENTS.

MORE ABOUT MOTOR PLATES.

We don't like having to disagree with our regular contributors, but we think that it is only a matter of justice to the Traffic Department if we say just a word or two on that which "Ajax" wrote in his weekly notes on Tuesday. The question of these motor plates for motor cars seems to have attracted quite a considerable amount of attention. In the first place let it be understood that the use of the plates being supplied by the Police is compulsory. It is not a matter of option, otherwise there would not be much use in instituting them. The wording of the regulation is that they "shall" be provided and when a regulation says "shall" it can always be read as "must." We have enquired on that point and so we know. Motor owners had better note that and provide themselves with the numbers so soon as the police have them ready. There has already been a gratifying response for the numbers which are ready. Regarding private owners who have purchased expensive polished-metal numbers, it is these very numbers which have made police action necessary. In sunlight these figures have acted like heliographs in the sun and have been unreadable, and at night, when lighted by the rear lamp, they have been practically indistinguishable because of the reflection they give. The regulations used to state "white figures on a black background" and such numbers as we are now referring to could hardly be described as that. "Ajax" wrote in a distinctly complaining manner of what was being done, and raised objections that ought to weigh but little as against the very real necessity of attaining a recognised uniformity with its attendant assistance to the Police. But we think that the Traffic Department can assume that the majority of residents and motor owners are without ill-intent and endeavour to put matters on a proper footing.

TOO MANY MOSQUITOES.

In years gone by the local Government has spent some thousands of dollars in its crusade against mosquitoes and malaria, and we all know that considerable success has attended its efforts at wiping out the disease. Whilst not being unmindful of that, we should like to know if the authorities are aware of the positive epidemic of mosquitoes this year. These pestering little insects seem to abound everywhere and in far greater numbers than we remember for a good many summers. On the Peninsula this is especially so, and more than one resident of Kowloon has complained to the writer of the plague that has had to be endured. Economy seems to be a necessary watchword of the Government in these days of decreasing revenue, but, a great deal of good would certainly be accomplished if an anti-mosquito campaign could be inaugurated. In the matter of mullah training there does not seem a great deal left to be done: it is in a more general way that there is scope for work. The Sanitary Department might very well be asked to co-operate in a scheme for the eradication or cleansing of all likely breeding places, although we quite realise that the task is by no means a light one. Even if the mosquitoes are not of the malarial carrying type they are a decided inconvenience, and a little relief from their attentions would be welcomed.

ABOUT RACING.

Pony owners in Hongkong are doubtless very interested to know what Shanghai will do in the suggested importation of Australian ponies for the purposes of local racing, for what Shanghai does in such a matter Hongkong is almost bound to follow, seeing that we depend on so many owners and jockeys from the northern Port. There is really nothing new in the suggestion, for years ago Australian whalers were used, as were also thoroughbred horses imported from England. Of course, that was many years ago, and the late Governor, Sir Henry May, has made interesting reference to it in his book "Notes on Pony and Horse Racing in Hongkong." China ponies have had a long spell of popularity, but it is questioned in some quarters whether they provide the best sport possible having regard to their cost. Australian pedigree ponies are noted for their work and in every way seem suitable for racing on Eastern tracks. They have been taken up in India and elsewhere, and there seems no

DAY BY DAY.

IT IS FAR EASIER TO LIEB A HATED ENEMY THAN TO REFUTE HIS ARGUMENTS.

Mrs. J. H. Tarrant left to-day by the Tenyo Maru.

Bishop Norris left Hongkong for Home by the s.s. Stenter.

Sir West Ridgeway and Sir Allan Perry left by the Novara to-day.

Mr. and Mrs. A. G. Gordon left for Home by the s.s. Novara to-day.

One non-fatal case of enteric was reported yesterday. The sufferer was a Chinese.

The floating wreckage that the s.s. Professor sighted yesterday in Latitude 22° 57' N. Longitude 116° 51' E is apparently a vessel bottom up.

There was a regular exodus from the Colony to-day, the liners leaving port including the Novara, the Tenyo Maru, the Stenter and the Taiyuan. All carried full complements of passengers.

The firing of a long string of crackers outside the offices of the Telegraph Companies this morning announced the departure from the Colony of Mr. D. de Farrant, Superintendent of the Eastern-Extension and Australasia Telegraph Company, who proceeded Home by the P. & O. Novara.

The application of Dr. Wu Ting-fang for an order from the Hongkong Court against the interim injunction to prevent the removal by Dr. Wu of any moneys deposited in his name in Hongkong Banks has been dismissed. The application was heard by the acting Chief Justice in Chambers.

GOVERNMENT HOUSE.

Hongkong, May 27.

His Excellency the Governor gave a dinner party at Government House last evening. The guests present were—The Right Rev. Bishop Norris, His Honour Mr. Justice Gompertz, Mrs. Gompertz, Colonel J. R. Young, Mrs. Young, Miss Young, Hon. Mr. E. H. Sharp, O.B.E., Hon. Mr. E. V. D. Parr, Mrs. Parr, Mr. J. L. Crockett, Major H. L. Drummond, Mr. A. O. Lang, The Right Hon. Sir West Ridgeway, P.C., G.C.B., and party have left Government House.

LOCAL AVIATION.

MACAO TO HONGKONG IN SEVENTEEN MINUTES.

The time taken to do the trip between Macao and Hongkong was materially reduced by a flight which Captain C. E. W. Ricon made yesterday with another of his machines, which did the distance in seventeen minutes without difficulty. With him was Mr. F. J. Gellion, the Manager of the Macao Electric Lighting Company, and a second passenger. The time was six minutes less than that recorded in the recent flight, when the machine was taken on its first flight on this route by the American aviator Johnson. The machine, which is of a bigger capacity than the previous ones that have been seen here, is capable of conveying four passengers. It entered the Harbour by the western pass, and "taxied" up to the usual mooring place off Statue Pier. The stay of the machine here was for a short time only, and it started on the return flight, via Repulse Bay, to Macao shortly after five o'clock. It is understood that an exhibition flight will be given during the course of the next few days at Repulse Bay in which a number of the larger machines will take part. The exhibition will be one of plain flying.

reason against their being introduced here. Whether they will ever supersede the China pony altogether is a point very much open to question but their promise of advent will occasion quite a deal of interest among all racing circles. How the matter is finally viewed in Shanghai will decide for us.

S. E. GREEN V. REIDS.

JUDGMENT OF INTEREST TO HONGKONG.

In H. M. Supreme Court at Shanghai, on May 26, His Honour Judge Skinner Turner gave judgment in the action S. E. Green (carrying on business as Banker and Co.) v. Reids, Ltd.

His Lordship said—"This is the trial of a counterclaim in an action in which I have already given judgment on the claim. It refers to entirely different matters than those in the claim. It appears that the defendants, represented by their sales manager, Stone, got into communication with the firm of Banker and Co., represented by a partner Green in Hongkong regarding business in wines and spirits. This was in March, 1919. As a result two indentations for wines, etc., were signed by Green: value about \$22,500; these were handed to Stone, cabled by him to Shanghai to his principals (the defendants) and the original indents were sent on by mail. After the signature of the first indent, Green opened a credit with the Bank of Canton in favour of the defendants for \$20,000. The first indent is dated 21st March; the credit was opened on 22nd March and notified by cable to the defendants on 24th March; the second indent is dated 25th March. On 29th March, Stone and Green executed before Mr. Grist of the firm of Wilkinson and Grist of Hongkong an agreement whereby Green was made sole agent for the goods of Reids Limited in a certain specified area, and Reids Limited undertook to protect Green in the matter of prices if the market fell. This agreement somewhat surprisingly was not sent at that time to the defendants in Shanghai, but was taken by Stone on his round, only reaching the defendants some two months later when Stone arrived in Shanghai himself. Stone left Hongkong on 29th March for Japan (as Green knew) after the execution of the agreement and on 31st March the defendants were notified by the bank of Canton here that the credit had been cancelled by cable, at the same time themselves receiving a cable from Green telling them not to ship, followed by another cable of 1st April definitely cancelling the orders. The defendants communicated the cancellation of the credit to Stone in Japan, who in turn cabled Green asking what had happened. The answer to that telegram explaining the position of Green is stated by Stone never to have been received by him though it was addressed to him as requested at Nagasaki, and he never seems to have taken any trouble about the answer. At the same time Green wrote two letters on 2nd April one to the defendants and one to Stone. Both were addressed to Shanghai, though Green knew well that Stone was not in Shanghai, and Stone tells me that he never received the letter. It is unfortunate that the contents of the letter to Stone were not furnished to the defendants, for in that letter, and in that letter alone, did Green state fully the case he has set up in Court. To the defendants he wrote somewhat vaguely about certain contingencies and arrangements and merely referred them to Stone, whom he knew was not in Shanghai. (Letter read.) This action was commenced on 21st June and on 22nd July the counterclaim was filed, to which the defence now set up was filed on 21st August. There is no evidence to show that Green at any time prior to that date put his position relating to the contingent nature of these orders to the defendants. The defendants now sue for \$22,500, the price of the goods sold. The defence is a twofold one; in law that no action under any circumstances of the facts will lie for the price of these goods and on the facts that the whole of the arrangement between Green and Stone were contingent upon one Bond, then in the employ of Messrs. Gande, Price and Co., of Hongkong, joining Green in his business, and that Bond was not able to do so. And this is said to be the contingent arrangement which was vaguely mentioned by Green to the defendants in this letter of 2nd April. The existence of such arrangement is strenuously denied by Stone, and it was for the reason that his evidence was essential on that point that the hearing of this co-claim was deferred till now. The evidence is now all before me: some of it oral and most of it taken on commission. It is worthy of note

that Green's evidence was taken in Shanghai on 10th September: just 3 weeks after the contingent nature of the orders had been put on the record and yet no cross-examination was made of him; the legal practitioner then appearing for the defendants stating that he had not received the necessary instructions to enable him to do so; and could not get them except from Stone, who was then in Singapore. At the trial, however, no objection was taken to the receipt of the evidence, though express provision was made for such objection by the learned Judge of this Court when he made the order for his examination de bene esse. Then it is most remarkable that no evidence of Bond was taken at all; it certainly was to the interest of the plaintiff to have had his story, and the commission sent to Hongkong was a general one to examine such witnesses as should be produced on the plaintiff's behalf. The plaintiff must not be surprised if I draw an inference against him on this fact alone.

Now two facts stand out prominently in this case: one, no reference is anywhere made to the Bond matter, i.e., the indent, agreement or correspondence by anyone prior to the letter to Stone in Shanghai; the second, it is clear that the matter of Bond was in the minds of all the parties in Hongkong. Now it seems to me that Green is in this position: he must either have thought that the Bond matter was certain or he never intended it to be a condition precedent to business, for surely otherwise he would never have gone to the unnecessary trouble and expense of arranging a telegraphic credit. This fact rather looks to me as if Green knew that Stone was going to cable the indent of 21st March to Shanghai. I cannot otherwise see the need for a telegraphic credit. Now Green knew that the Bond matter was not settled: on his own evidence Stone was seeing the lawyers on the matter of the agreement with Gande, Price and Co. as late as the 25th March: so that I am asked to believe that a business man signed two clean indents to an amount of over \$20,000, opened a telegraphic credit for that amount in Shanghai and signed the agreement of 29th March without any reservation in writing at all of such an important matter as the condition. In addition, I must believe that Stone deliberately misrepresented the interview with Mr. Gedge and then left his bill to be paid by Green, knowing that he must ascertain from it the nature of the advice given. On the other hand it is clear that these were efforts made to get Bond to join Green, and in those efforts Stone took a prominent part. He told me that he had known Bond for a long time and it is remarkable that it is Stone who sees the lawyers as to the restrictive clause in his agreement and Stone who pays for these interviews. But all this is very far from establishing a condition precedent to any business at all; and in my opinion does not outweigh the striking probabilities arising from the documentary part of the case. In my opinion, therefore, there was no such condition attached to this business as is set up by the plaintiff. His contracts and his credit were unimpeachable and must be so regarded by me. I therefore hold that there was a contract for the sale of wines etc., between the plaintiff and defendants and there has been a breach of it.

After further observations, his Lordship concluded—"The section of the Sale of Goods Act applicable to this case is Sect. 50, and the action should have been one for damages. It is not an action for damages and no amendment has been asked for to make it one; nor have any damages been proved in the case at all. The defendants have preferred to base their claim simply on the price of the goods, without any averment that they still hold the goods for the plaintiff or that they have tendered them and he has refused to accept them or that they have been sold on his account. Under these circumstances I can only enter judgment for the plaintiff on the counterclaim."

Mr. M. Reader Harris, for plaintiff, and Mr. W. S. Levinson, for defendant, addressed his Lordship with respect to costs, and the following order was made: Judgment for plaintiff on the claim, with costs. Judgment for plaintiff on the counterclaim, general costs incurred thereby, and all costs occasioned to the defendant by the issue of fact (including cost of the commission to Hongkong) to be paid by plaintiff to the defendant, one to be set off against the other.

TO-DAY'S MISCELLANY.

In his entertaining book "A Lord Mayor's Diary," Sir William Trevelyan reveals some interesting facts concerning the value of rubbish collected in the streets of the city. In one year the dust and refuse collected when sifted and sorted was sold for £1,171 16s. 6d. It was made up as follows, viz.: bottles, £118 12s. 6d.; glass, £103 6s. 3d.; boots, £6 7s. 3d.; knives, £18 19s. 0d.; iron, £66 9s. 3d.; corks, £33 4s.; string, £190 7s. 6d.; paper, £437 9s. 3d.; rags, £39 9s. 1d.; metals, £91 4s. 7d.; tins, £18; oddments, £10 8s. 3d.; bones, £33 8s. 10d.

So many loose and inaccurate statements (writes a correspondent to a Home paper) have been made concerning the Keats house at Hampstead, which it is proposed should be bought as a memorial of the poet, that it seems worth while to state the facts concisely. The house, now known as Lawn Bank, in Keats Grove (it was John Street up to a few years ago) consisted of two houses, one occupied by Keats's friend, Charles Armitage Brown, with whom Keats became a "paying guest," the other by the Dukes, and later by Mrs. Brawne and her daughter Fanny, the girl whom Keats loved with that consuming and despairing passion which glows and darkens in the love letters. Thus the house is not only associated with the poet at the height of his achievement, but also with his unhappy love.

Ever since the great task of writing the life of Gladstone fell to Lord Morley the plums of biography have tended more and more to fall into the laps of journalists and less into those of authors pure and simple. For although Lord Morley was a journalist only by the way, he seems to have ushered in a custom very honourable to the members of the profession to which he once belonged. The biographies of Roskin and Florence Nightingale fell to the lot of Sir Edward Cook, it will be remembered. Mr. J. L. Garvin is to write the life of Joseph Chamberlain. Mr. Ian Colvin, a leader writer on the *Morning Post* will give us a life of Sir Starr Jameson, and now we read that Mr. J. A. Spender, editor of the *Westminster Gazette*, is to be responsible for the authoritative life of Sir Henry Campbell-Bannerman.

Most of us remember the story of the student who, asked what caused the Aurora Borealis, replied that he had forgotten. "What a pity!" was the professor's dry comment. "The only man who ever knew has forgotten!" But an American professor has come to our help. The Aurora he tells us, is the result of "the explosive atomic disintegration which takes place at the surface of the sun. This we learn, produces the prominences, spots and coronae," and hurls "the final atoms of that explosion—namely, electrified hydrogen and probably helium—straight to the earth. Electrified hydrogen is an electric current which is carried round the poles by the earth's magnetic forces, and the fascinating colours of the Aurora are due to the changing electric excitation of the hydrogen and other gases." There will be no excuse for forgetful students in future!

Dartford, which has just provided us with an electrifying sensation, bears a name that makes a pathetic appeal at the present moment to all nature-lovers. It is supposed to have been the original home of the Dartford warbler, which pessimists declare to be rapidly disappearing. This is the only British warbler which does not migrate, and Darwinian ornithologists rather gleefully assert that the pretty little bird is doomed to extinction for violating the laws of nature. But the Dartford warbler, though rare now on native heath, is still fairly common on the Essex Downs—where the shepherds call it the "French blackbird"—and it seems to be spreading westward, like the nightingale, for it has been reported during recent years from Devon and Cornwall. It suffered early, until protected by local by-laws, from the blind zeal of "collectors." Some years ago a naturalist (?) publicly offered five guineas for a pair of Dartford warblers with their nest—probably without success, because the nest is neatly adapted to the surrounding ferns and moss; difficult to discover.

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SPIRIT OF THE AGE.

A BAD REACTION AFTER THE WAR.

Edgar Rowan writes in the *Daily Chronicle*—

Those of us who, when young, were too healthy and too interested in life to be "model children," remember that we always wound up a spell of special goodness with a spell of special badness. Virtue may be its own reward, but it is thoroughly bad pay, and a little feast of misdemeanours after a bout of good living was a far more certain reward, and a much bigger treat. If a really sane child has been good all day you may reasonably expect that he will shortly pour ink into the tea-caddy, or drink his bath water. Or in a moment of special inspiration he may—

But I am getting autobiographical, when my real purpose was to suggest that a lot of us have grown up since those days without losing the old habits.

THE TESTING DAYS AND AFTER.

We have recently passed through some very hard years, and on the whole we stood the test. There is no need to recall the unsuspected stores of courage and self-sacrifice and cheerfulness under trial that the emergency revealed. But now, after a spell of good behaviour, there are disquieting signs of a throwback to the childish habit of restoring the average with a spell of naughtiness. Our naughtiness takes several forms. We are irritable or surly. We give grudging service, and are suspiciously watchful lest we tender a fraction more of courtesy or work than we are paid for. We withdraw into our classes and cliques from the war-time spirit of comradeship or fighting that made everyone who was working or fighting for the common victory our brother. We are slack and slovenly and peevish.

We are all as bad as one another. I think the ticket-collector at a country station which I use in the quiet of the afternoon is unnecessarily terse and officious in always demanding a peep at my season ticket, when he must know me by sight, and I, not to be outdone, always utter the same peevish remark in return. So I go up to town in an irritable mood, and he is left behind with new ideas on how to be yet more irritating to the next passenger. And so it goes on in a vicious circle. We are both openly and obstinately wrong. If I could only pull myself together, and have a cheery word for him, we should part the best of friends, and two lives would be brighter.

IN THE TEA-SHOP.

Take another instance. I have for some time been trying to find a clean table in a London tea-shop. I do not drop in during the "rush hours" of the day, but after the luncheon hours and before tea-time. Yet either the little marble-topped table is sloppy with tea (which is hard luck on the book I happen to be reading), or I get a jammy-handed knife (which is creepily uncanny), or the plate is warm and wet from the washing bowl, so that my bun or bread and butter are unpalatable.

I know these are very trivial matters, and that there were long periods on active service when the dirtiest London tea-shop would have seemed sinfully luxurious, but such things to-day show slackness and discourtesy, and the prices we pay should command at least cleanliness and good service.

A RAILWAY EXAMPLE.

I have not yet rung up a railway manager and said, "Look

WHAT CONSTITUTES VIRTUE IN A MAN ?

here, old man, that was a very dirty engine that brought my train up to town to-day," but I shall really have to do so soon. I don't know whose fault it is. Engines naturally did not have the regular painting and overhauling while the shops were short-handed during the war, and even now it may be difficult to overcome arrears.

But I remember days when a driver and fireman would show the pride they took in their engine by polishing up little bits of brass and paint in spare moments, so that a railway locomotive was a thing of beauty in gold and enamel. I do not seem to see that now. Certainly on the line I frequent it would be difficult to see a bit of brass-work that has been polished lately.

Again, it may be a very small matter, but unless I am mistaken—and it is a soothing thought that I am—I shall soon hear about it—it shows that something of the pride and interest in work has gone—that unless a thing is definitely ordered and well-paid for, it is not done. I believe that a man has more self-respect and more of real freedom if he takes a pride in his engine, or his horse or his rifle.

THE TRIALS OF PEACE.

I have purposely given trivial illustrations from everyday affairs. It is better to keep things down on our own level, since we are the people—not the Government or any god or scapegoat we may set up—who can remedy them.

And it is no excuse to say that it is merely the reaction after the strain and the crisis. We are men and women, and we must rise to the occasion of war. Heaven knows, and so do you and I, that there are enough things to try us—high prices, a gloomy outlook nearly all over the world, difficulties of trade on whichever side of the counter we stand. But we managed to keep stout hearts and a comradely spirit in much worse times, when we were being shelled in our Flanders trenches or bombed in our London homes. We cheerfully swallowed the camels of war, and it is a little childish to strain at the gnats of peace.

We have got to win this peace, as we won that war, by worthy pulling together, by fighting and working and living for Britain now as we fought and worked, and so many of us died, in the years gone by.

SPICE PHILOSOPHY.

A CONFUSED MARKET.

Messrs. John Clarke and Co., spice brokers, of New York, write as follows in their weekly market report dated April 17—

The market is no easier to depict than some of those war markets, which we still remember, as one might remember the high lights in a bad dream. Our waking moments are mostly filled with an all-embracing effort to fulfil the several separate functions of buying, selling, shipping, arbitrating, investigating, settling, re-assuring and commiserating, that make up the complex life of one whose wildest hope is that he may some day be a real broker.

In war-time we could at least get stuff, and most of the time we could ship it; now we can neither get it, nor ship it, except sporadically. In those harsh days, people could get money. Now in the piping times of Peace, there is no money. Then there were not enough ships to bring stuff in; now, there are too many. It is always a case of feast or famine. It always will be. The lean uneventful days of 1900 to 1914—what did they do for the formation of character? Nothing. It was the stress of war, the impact and menace of new and formidable and unprecedented problems that made many what they are to-day—sharpened their wits, gave them self-confidence, self-reliance, resource, widened vocabularies.

And now those hardy souls who weathered those wild years of turmoil, are taking this post-graduate course in reconstruction, that is to fit them for greater service or for the Bone Yard. The curriculum is hard, and not every candidate will go over the course. Very many fly-by-nights have flown the coop already; many half-wits and warbirds have found their levels; there will be more. The rough, the tough, and the hard-favoured seem to hold out best, somehow. Age and pulchritude have little to do with it. I think we started to say something about the market.

The market is a free fight; in the fitful intervals, when the smoke lifts, there are heard the low moans of the belated sellers, the plaints of the innocent bystanders who got it with the rest; the creak of the screw as the bank cashier gives it another twist; the fevered breathing of him who seeks for the nutmeg and red pepper and ginger that are no more; nothing can be shipped, to speak of; money is scarce and high; strikes prevail all industries, and the end is not yet. Prediction is worse than mbeile. Perhaps this is low-water mark. We hope it is. It cannot be much worse; it may unravel itself when least expected. We presume Democracy will justify itself. But we wish it would get at it. For this present state of things is not business. It is what war is, without its glamour and its pomp.

Not that it matters, but personally we look for some sunshine after the middle of May; not much before then. In peppers, gingers, red peppers, cloves, nutmegs, and some seeds and herbs, there is a very inadequate spot supply. And in other articles, pimento, cassia mace, etc., the stocks are not so excessive. If consumption does not shrink, there will be higher prices in many grades. We do not think the consumption will shrink. Far from it.

Pepper eased off on forced sales by spot holders, for cash. Futures are also lower in the Orient but not as low as our market. There's very little of any kind on the way. The article is fairly low.

EX-OFFICER AS DOMESTIC.

SEEKS POST AS VALET.

A young husband, who a few years ago was a student at Cheltenham College, has been unable to find employment.

He and his wife are, therefore, seeking positions in domestic service, and have inserted the following advertisement in a Surrey newspaper—

Young ex-officer aged 22, public school-boy, Cheltenham College, and his wife, aged 21, having failed to obtain employment that would afford them a living, would be glad to enter into the service of gentlemen in any domestic capacity; can drive car, has knowledge of gardening and valeting; wife able to cook, attend to house, or act as lady's maid; references.

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A wise mother recognises these signs of anemia. "Too little blood," she says to herself, "and blood that is as thin and pale as the girl herself." There's the cause of weakness and arrested development. The ailing, anemic girl must have new, healthy blood and Dr. Williams' pink pills supply that need, as is well known by great numbers of mothers. As the new, rich blood made by Dr. Williams' pink pills nourishes every part of the system, so bloodless girls and young women become brighter. They regain their colour and charm, their eyes have the sparkle of

health, they are no longer breathless and thin, but hearty and full of life. One of the earliest signs of this improvement is a keen appetite for meals and ability to digest food.

What has been done in countless cases of the kind in England, Canada, America, Australia, South Africa and other countries by Dr. Williams' pink pills can also be done for you and yours. The time to begin is now. Druggists everywhere sell Dr. Williams' pink pills; also post free, at \$1.50 the bottle, \$3 for six, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

A postcard request will bring you a helpful booklet, "Plain Talks to Women," free.

GOLF.

The result of the Mixed Four-somes Competition at Fanning on Whit-Monday was a tie, viz—

Col. and Mrs. L. W. Taylor 122-17=105

Mr. J. R. Wood and Mrs. M. Harston 123-18=105

Nine Couples entered. The Bogey Pool was won by Mr. R. M. Smith, all square. Fifteen cards were taken out.

NOTIONS.

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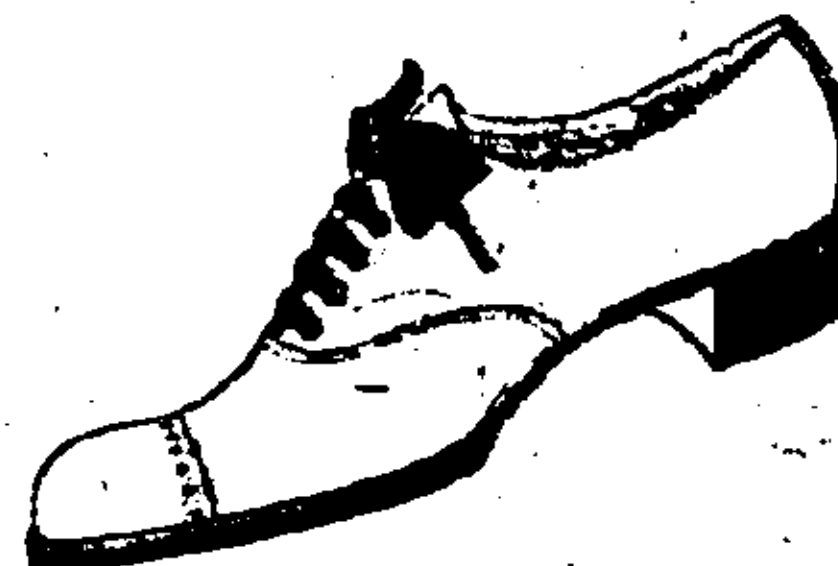
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Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
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SIBERIA MARU	20,100	13th June from Yokohama
YUNIO MARU	20,000	17th June
PERIA MARU	9,000	5th July
KOREA MARU	24,000	14th July

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For full information as to rates, sailings, etc., apply to
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KING'S BUILDINGS.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "NILE" "CHINA"
June 3rd. June 19th. July 22nd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent,
Princo's Buildings, Ice House Street.
Telephone, Passenger Dept. 1934.
Telephone, Freight Dept. & Agent 2161.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China, Manila, P.I., Saigon, Kobe, Japan and Hongkong.
Operating the following Pacific Coast services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.
For San Francisco.
"WEST HIMROD" 1st June.
For Seattle & Vancouver.
"WEST JENA" 9th June.

ALSO Amalgamated with
Comopolitan Shipping Co. Green Star Line, New York.

Operating Billings via Panama service, to the Far East.
Arrivals and sailings to be announced later.
Through rates quoted and through B/Ls issued to all overseas ports in U.S. and Canada.

Tel. 3008.
HONGKONG OFFICE: 1ST FLOOR, POWELL'S BUILDING.

For Boston & New York.

PRINCE LINE FAR EAST SERVICE.

FOR BOSTON & NEW YORK.
"PERSIAN PRINCE" VIA SUEZ CANAL Tuesday, 25th May.

FOR NEW YORK.
"SLAVIC PRINCE" VIA PANAMA CANAL 2nd half June.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to
SHEWAN TOMES & CO.
Agents.

PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR
VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE

"GRACE DOLLAR" AUG. 3RD.
"MELVILLE DOLLAR" SEPT. 17TH.
"HAROLD DOLLAR" OCT. 9TH.

Through Bills of Lading issued to all ports of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING Tel. 795.
THIRD FLOOR Tel. 792.

SAN FRANCISCO.

U.S.S.B.

STEAMERS. SAILING DATE

"WEST HEPBURN" JUNE 5TH.
"WEST HARTS" JULY 1ST.
"HICHO" JULY 10TH.
"WEST IRA" JULY 15th.

THE ROBERT DOLLAR CO.

Tel. 795 & 792 Gen. P. O. Bldg.
3rd Floor.

HONGKONG
SINGAPORE

SAIGON
SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS
TO 2ND FROM
THE ABOVE NAMED PORTS
NEXT SAILING

U.S.S.B. "LAKE FARRAR"

Sailing on 25th May.

U.S.S.B. "LAKE ONAWA"

Sailing on 30th May.

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:-

THE ROBERT DOLLAR CO.

Tel. 792 RAY E. GUNN Gen. P. O. Bldg.
795 Manager.

SAILING DATES.

EUROPE, U.S.A. ETC.

Novara	P. & O.	May 27
Tenyo M.	T. K. K.	May 27
Sado M.	N. Y. K.	May 28
Takada	P. & O.	May 29
Kamakura M.	N. Y. K.	May 29
Lake Onawa R. D. Co.		May 30
Alaska M.	O. S. K.	May 30
Kidderpore	P. & O.	May 31
Bolton Castle D. & Co.		May 31
West Conob	P. M. Co.	B. June
Unnan	O. S. K.	June 1
Nanking	C. M. Co.	June 2
Africa	D. & Co.	June 2
E. of Asia	C. P. O. S.	June 3
West Hepburn R. D. Co.		June 3
West Jena	S. & D.	June 9
Telemachus	B. L.	June 10
Kitano M.	N. Y. K.	June 11
Borneo M.	D. & Co.	June 11
Korea M.	T. K. K.	June 14
Mitsuki M.	O. S. K.	June 14
Tanah M.	N. Y. K.	M. June
Tanah M.	O. S. K.	M. June
Crosskeys	A. L.	June 15
Fushimi M.	N. Y. K.	June 15
Montague	A. L.	June 15
Chicago M.	O. S. K.	June 15
Van Waerwyck J. C. J. L.		June 15
Havre M.	O. S. K.	June 16
Shinyo M.	T. K. K.	June 17
West Hixton	L. A. Co.	June 17
Siberia M.	T. K. K.	June 18
Nile	C. M. Co.	June 19
Persia	D. & Co.	June 20
Maquian	P. W. Co.	June 20
Iconium	A. L.	June 22
Waban	A. L.	June 23
Tango M.	N. Y. K.	June 23
Inaba M.	N. Y. K.	June 25
Toyoaka M.	N. Y. K.	June 26
Wytherville A. L.		June 29
Tajima M.	N. Y. K.	June 30
Kawachi M.	N. Y. K.	B. July
Katori M.	N. Y. K.	July 2
Seattle M.	O. S. K.	July 4
Deucalion	B. L.	July 5
Persia M.	T. K. K.	July 8
Abercos	A. L.	July 10
Higo	R. D. Co.	July 10
West Ira	R. D. Co.	July 10
Himalaya M.	O. S. K.	M. July
West Montoli A. Co.		July 17
Nikko M.	N. Y. K.	July 21

JAPAN, COAST PORTS, ETC.

Kangchow	B. & S.	May 27
Sinkiang	B. & S.	May 27
Lake Onawa P. M. Co.		May 27
Kunming	J. M. Co.	May 27
Haihong	D. L. Co.	May 28
Loongsang	J. M. Co.	May 28
Liangsang	B. & S.	May 28
Chenan	B. & S.	May 29
Madras M.	O. S. K.	May 29
Kailong	B. & S.	May 29
Cheongshing J. M. Co.		May 30
Namsang	J. M. Co.	May 30
Liangchow	B. & S.	May 30
Hopsang	J. M. Co.	May 30
Haiching	D. L. Co.	June 1
Suiyang	B. & S.	June 1
Taksang	J. M. Co.	June 1
Tjikini	J. C. J. L.	June 2
Indus M.	O. S. K.	June 2
Kamo M.	N. Y. K.	June 2
Awa M.	N. Y. K.	June 2
Hinsang	J. M. Co.	June 3
Laisang	J. M. Co.	June 3
Soshu M.	O. S. K.	June 3
Sanning	B. & S.	June 3
Esang	J. M. Co.	June 3
Hailong	D. L. Co.	June 4
Teau	B. & S.	June 5
Tjileboet	J. C. J. L.	June 5
Bombay M.	N. Y. K.	June 10
Tjibodas	J. C. J. L.	June 13
Shisen M.	O. S. K.	June 14
Ganges M.	O. S. K.	June 15



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe.)

"CROSSKEYS" About June 13 "ICONIUM" About June 27

"WHEATLAND MINTANA" July 12

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"MONTAGUE" June 15th
"WIBAN" June 23rd
"ABERCOB" July 1st

Through Bills of Lading issued to Overland Common Points.

For FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone Nos. 2475 & 2473 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and or BOSTON
Via PANAMA.

S.S. "DRYDEN"

SAILS ABOUT MAY 30TH.

S.S. "WYTHEVILLE"

SAILS ABOUT JUNE 29TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE

Telephones AGENTS. 5th floor
2477 & 2478 Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.
HONGKONG

TO
LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST HIXTON	June 15	S.S. WEST HIXTON	June 17
S.S. WEST MONTOP	July 10	S.S. WEST MONTOP	July 12
S.S. WEST HIXA	Aug. 10	S.S. WEST HIXA	Aug. 12

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe, and Southern Pacific Railroads.

HEAD OFFICES: HONGKONG OFFICE:

LOS ANGELES, CALIF. Prince's Building, Chater Road, Telephone No. 1062.

BRANCH OFFICE: CHAS. E. RICHARDSON, General Agent for South China.

Kobe, Shanghai, Manila, Singapore, etc.

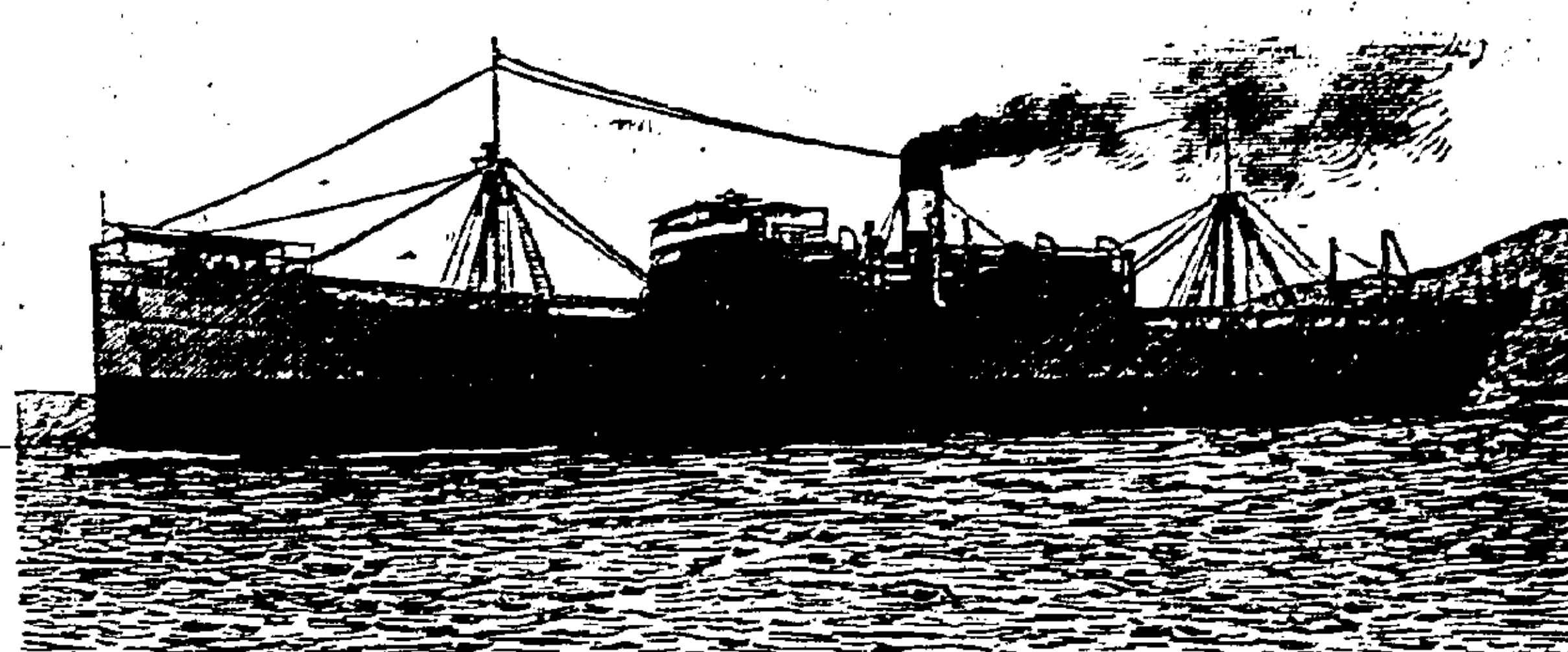
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition;
Western Union and Watkins

Boek Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK, HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

Sailings **PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
NOVARA	7,000	27 May, noon	Miles, L'lon & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	29 May, 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KIDDERPORE	5,200	1st June	Sydney via Sandakan, Thursday Island, and Brisbane.
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SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,000	2nd June	Shanghai & Japan.
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WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 3 ft. x 3 ft. x 3 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU Tuesday, 15th June, at 11 a.m.
TAJIMA M. (Calling Manila & Keelung) Wed., 20th June, at 11 a.m.
KATORI M. (Calling Manila & Keelung) Fri., 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.

SABO MARU Friday, 25th May, at noon.
KITANO MARU Friday, 11th June, at noon.
INABA MARU Friday, 25th June, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo,
Suez and Port Said.

TOYOOKA MARU Saturday, 26th June.
LIVERPOOL & MARSEILLES via S. pore, C'bo Suez & Port Said.
SAMAKURA MARU Saturday, 29th May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU Wednesday, 23rd June, at 11 a.m.
NIKKO MARU Wednesday, 21st July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama,
Manzanillo, San Francisco, Panama & Colon.

LIMA MARU Friday, 25th May.
SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU Beginning of July.
BOMBAY & CO. OMBO via Singapore.

KANAGAWA MARU Thursday, 27th May.
BOMBAY MARU Thursday, 10th June.

CALCUTTA & RANGOON via Singapore & Penang.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.

SHANGHAI, KOBE & YOKOHAMA
KANO MARU Wednesday, 2nd June, at 11 a.m.
AWA MARU Wednesday, 2nd June.

For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly
direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 16th June.
"HIMALAYA MARU" Middle of July.

BUENOS AIRES Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore.

"PANAMA MARU" Saturday, 29th May.
"SEATTLE MARU" Sunday, 4th July.

BOMBAY & COLOMBO Regular fortnightly service via Singapore
and Colombo.

"INDUS MARU" Wednesday, 2nd June.
"GANGES MARU" Middle of June.

SAIGON, HANOI, & SINGAPORE Regular Monthly Service.
"UNNAN MARU" Tuesday, 1st June.

SYDNEY & MELBOURNE Monthly service taking cargo to
New Zealand and Pacific Islands.

"MITSUKI MARU" Friday, 14th June.
VICTORIA, VANCOUVER, SEATTLE & TACOMA Regular fort-
nightly service touching at intermediate ports in Japan

and taking cargo to overland points U.S. in connection
with Chicago, Milwaukee & St. Paul Railway.

"CHICAGO MARU" (Call Manila) Saturday, 5th June.
"ARABIA MARU" Thursday, 28th June.

NEW YORK Regular monthly service via Japan ports, San
Francisco, Panama and Cuban Ports.

"ALASKA MARU" Sunday, 30th May.
JAPAN PORTS—Mojik, Kobe, Yokohama & Yokohama.

"MADRAS MARU" (Call Kobe & Yokohama) Sat., 29th May.
KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon
passengers and will arrive at and depart from the O. S. K.
wharf, near the Harbour Office.

"KAIYO MARU" Sunday, 30th May.
TAKAO via SWATOW & AMOY. Thursday, 3rd June.

"SOSHI MARU" Thursday, 3rd June.
"SHISEN MARU" (Takao direct) Monday, 14th June.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1, Queen's Building.

Tel. No. 244 and 245.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrived Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	20th May.	26th May.
CHANGSHA	17th June.	22nd June.

This steamer is fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc. and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fare.
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.

For Freight and Passage apply to
Butterfield & Swire.
Agents.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS**UNITED KINGDOM AND CONTINENT.**

For
LONDON & HAMBURG "KATHLANBA" Second half July.

For particulars of sailings shippers are requested to approach
the undersigned.

Subject to change without notice.
THE BANK LINE, LTD.,
or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

NEW YORK.

"BOLTON CASTLE"

Sailing on or about 31st May.

LLOYD TRIESTEBRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG & COLOMBO.**S.S. "AFRICA"**

Sailing on or about 2nd June.

FOR SHANGHAI & YOKOHAMA.

"PERSIA"

Sailing on or about 26th June.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

FOR JAVA.

S.S. "BORNEO MARU"

Sailing on 11th June.

OCEAN TRANSPORT CO., LTD.

(TAITO KAIYU KAISHA)

Steamship services Trans-Pacific

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African
ports, with transshipment at Calcutta, in conjunction with
the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Loongsang	Fri., 28th May at 3 p.m.
TTINIA via W'wei & C'oo	Cheongshing	Sun., 30th May at d'light.
KOBE	Namsang	Sun., 30th May at d'light.
SHANGHAI	Hangsang	Sun., 30th May at d'light.
HAIPHONG via Hoihow	Taksang	Tues., 1st June at 8 a.m.
SHANGHAI	Esang	Thur., 3rd June at d'light.
SANDAKAN	Hiosang	Thur., 3rd June at noon.
STRAITS & Calcutta	Lalsang	Thur., 3rd June at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to
Calcutta, Penang and Singapore. Returning from Calcutta
steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between
Canton and Shanghai, sometime calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by
vessels with good passenger accommodation, sailings from
both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passenger
and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and
Sandakan by a steamer having up-to-date accommodation
for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawau and Lahad Daru.

TIENTSIN LINE—A regular service is run from March to Nov
between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or
about 3rd June, for SINGAPORE, PENANG via
AMOY.

Through Bills of Lading issued to RANGOON,
PORT SWETTENHAM, MADRAS & CALCUTTA.

For Freight or Passage apply to
JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 217.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HOIHOW & BANGKOK	Luchow	29th May at 10 a.m.
SHANGHAI & TSINGTAO	Chenan	29th May at 4 p.m.
H'HOW, PHOI & H'PHONG	Kailong	30th May at 9 a.m.
SWATOW & SINGAPORE	Liangchow	30th May at 11 a.m.
AMOY, SHAI & PUKOW	Suiyang	1st June at 3 p.m.
SHANGHAI	Sunning	3rd June at noon.
WEIHAIWEI, CHEFOO & TIENTSIN	Huichow	4th June at 3 p.m.
SHANGHAI & TSINGTAO	Teichow	5th June at 4 p.m.

SHANGHAI LINE. PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao
weekly, taking cargo on through Bills of Lading to all Yangtze,
and Northern China Ports. Passengers are Landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via S'ow.
For Freight or Passage apply to

BUTTERFIELD & SWIRE.
Agents.

Telephone No. 36.
Hongkong May, 27, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers, Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOUCROW AND RETURN.
(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haihow..... W. C. Passmore..... FRI. 30th May at 2 p.m.
Haiching..... A. H. Stewart..... TUES. 1st June at 2 p.m.
Haigong..... J. S. Thomson..... FRI. 4th June at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., L.L. & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"EURYMACHUS" via Panama 26th May.
"DEUCALION" via Suez 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

SHIPPING.**VESSELS ARRIVED.**

The Asiatic Petroleum
SURAM arrived yesterday from
Sambor with 4,382 barrels of oil
and 1,700 tons of benzine—Mooring
North Point wharf.

The motor ship GLENADE,
brought yesterday, from Kobe
and Shanghai, 300 tons of general
merchandise for Hongkong, and
2,300 tons for England—Mooring
A 21.

The s.s. NOVARA, arrived
yesterday from Yokohama and
Shanghai with 3,720 tons of
general merchandise for Hongkong, and
320 tons of rushmats for Hode-
kang—Mooring A 1.

From Haiphong the s.s.
KAI FONG (captain E. B. Jones)
consigned here yesterday 500
tons of coal and 300 tons of
general merchandise.—Mooring
41.

The EURYMACHUS from
Birkenhead arrived this morning
with 3,200 tons of cargo for the
North—Mooring B 5.

The U. S. Shipping Board's
EDMORE, consigned to the
Admiral Line, brought this morn-
ing from Seattle 3,000 tons of
cargo for through ports and 580
for the Colony.—Mooring B 28.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. IYO MARU
(European Line) left London for
this port via Suez on the 8th May
and is expected here on the 17th
June.

The N. Y. K. s.s. DURBAN M.
(Hamburg Line) left London for
this port via Suez on the 8th May
and is expected here on the 19th
June.

The N. Y. K. s.s. SHINZUI M.
(Bombay Line) left Bombay for
this port direct on the 14th May
and is expected here on the 4th
June.

The N. Y. K. s.s. TOYAMA M.
(Hamburg Line) left Antwerp
for this port via Suez on the 16th
May, and is expected here on the
27th June.

The N. Y. K. s.s. MEICHI M.
(Bombay Line) left Bombay for
this port direct on the 18th May,
and is expected here on the 6th
June.

The s.s. MATTAWA arrived at
Karachi from Liverpool on 19th
May, leaves there about 27th May,
and is due at Colombo on about
31st May.

The N. Y. K. s.s. HEIMEI M.
(Bombay Line) left Bombay for
this port direct on the 21st May,
and is expected here on the 6th
June.

The P. & O. s.s. TAKADA left
Mojik for this port on the 25th inst.
at 11 a.m., and is due here on the
25th instant at about noon.

The s.s. BOLTON CASTLE
left Singapore for Hongkong 28th
May.

The China Mail S.S. Co. is in
receipt of a telegram from its
Shanghai Office advising that the
s.s. NANKING sailed from that
port this morning, May 25th, and
she may be expected to arrive at
Hongkong on Friday morning,
May 28th.

The s.s. SH NYO M. arrived at
Yokohama on May 24th, and
sails May 27th for Hongkong via
Manila, being due here June 8th.

The N. Y. K. s.s. SADO M.
(European Line) left Shanghai
for this port on the 24th May,
and is expected here on the 27th
May.

The Ben Line s.s. BENVOR-
LISH from Antwerp, Middlesbro
and London, left Singapore for
this port on 26th instant, and may
be expected to arrive here on 1st
June.

The China Mail S.S. Co. is in
receipt of a telegram from its
Shanghai Office advising that the
s.s. NILE sailed from that port
May 26th, and she may be expect-
ed to arrive Hongkong on Satur-
day, May 29th, at daylight.

The R. M. S. EMPRESS OF
ASIA arrived at Manila on
25th May, at daylight, left there
26th May, at midnight, and is due
at Hongkong on 28th May, at
noon.

The R. M. S. MONTEAGLE
arrived at Shanghai on 25th May,
left there 27th May, and is due at
Hongkong on 30th May.

The N. Y. K. s.s. ATSUTA M.
(European Line) left London for
this port via Suez on the 22nd
May and is expected here on the
30th June.

The N. Y. K. s.s. FUSHIMI
MARU (American Line) left
Kobe for this port via Nagasaki,
Shanghai and Manila, on the
26th May and is expected here
on the 7th June.

The N. Y. K. s.s. SHINRYN
MARU (Calcutta Line) left
Calcutta for this port via
on 28th May.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Ship	From	Expected on or about	Will leave on or about	For
Tjikini	Mojik	30th May	2nd June	Java.
Tjileboel	Miike	30th May	5th June	Java.
Tjiboda	Java	8th June	13th June	Shanghai.

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken
through rates to all ports in Netherlands-India and Australia."

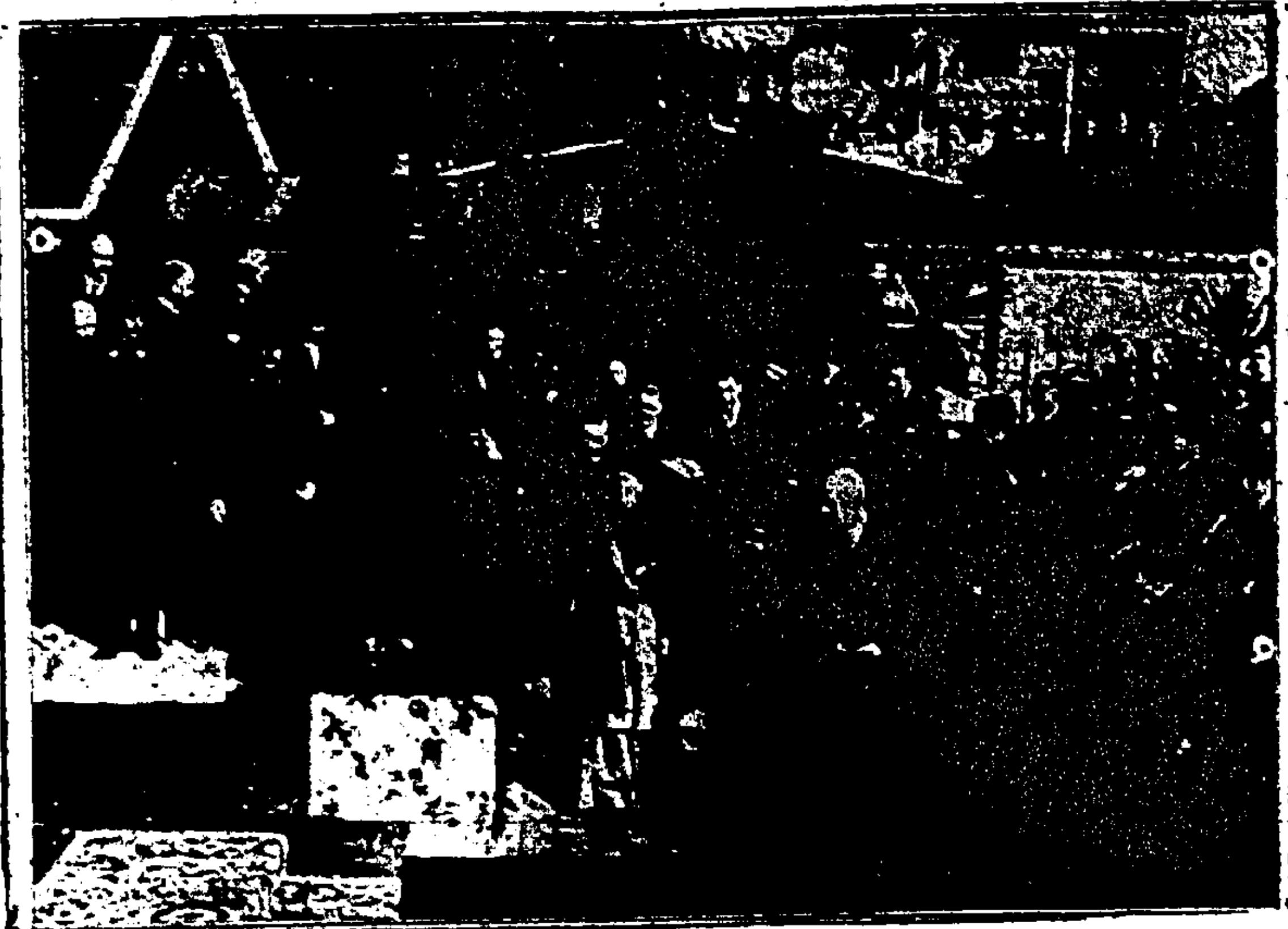
ALSO OPERATING

TO-DAY'S PICTURES.



PRINCE AND WELSHMEN.

The Prince of Wales, photographed at the Welsh dinner in London on St. David's Day. On his right is Mr. Lloyd George; on his left, Mr. Bonar Law.



DUTCH INDUSTRIAL FAIR.

Queen Wilhelmina of Holland and her daughter, Princess Juliana, arriving at Utrecht to lay the foundation stone for the permanent building of Holland Industries Fair.



SIR AUCKLAND AND LADY GEDDES.

This snapshot was taken on the arrival of the new British Ambassador in America.



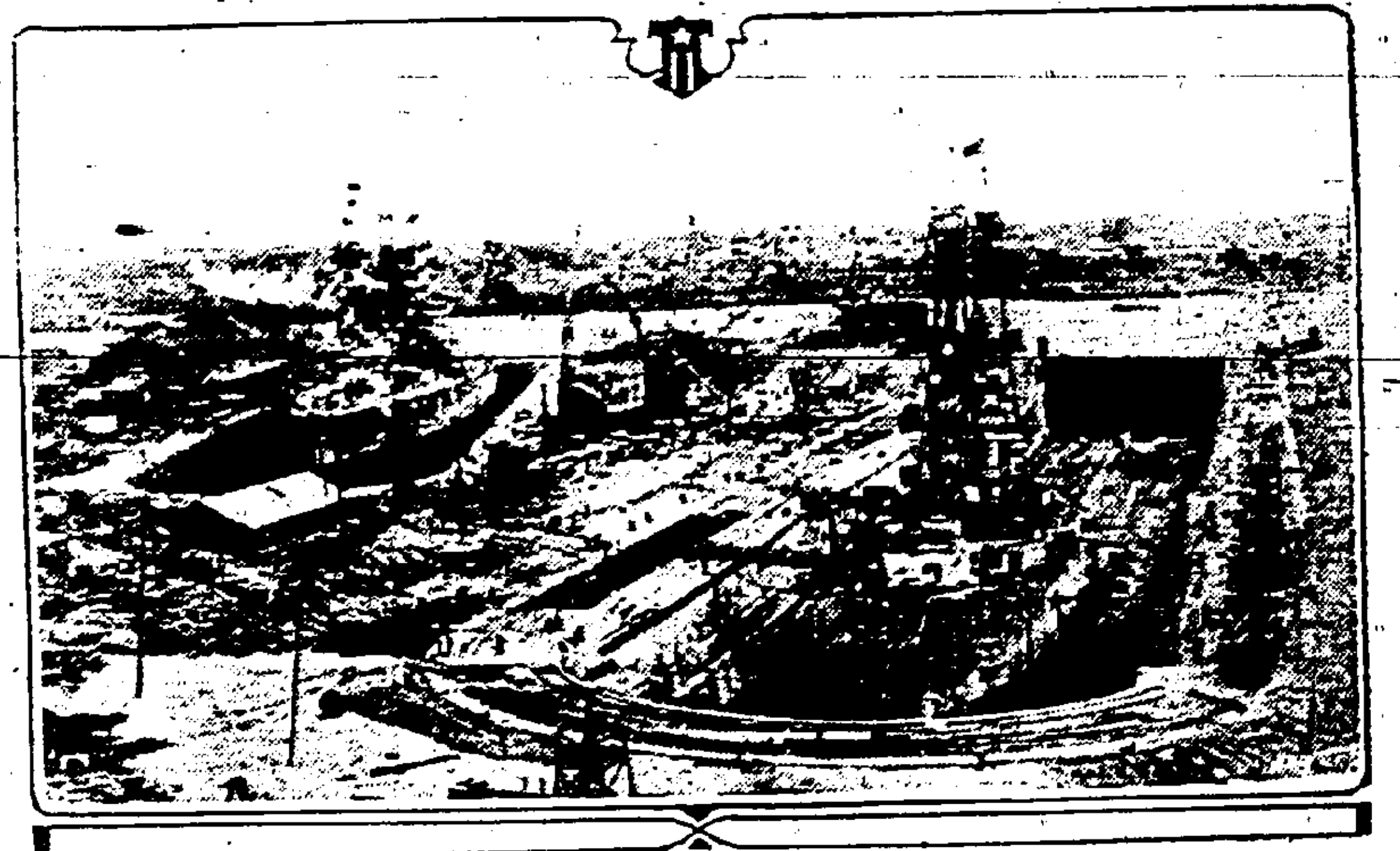
PALM BEACH.

A busy bathing scene at Palm Beach, Florida.



GEN. BRUSILOFF.

who heads the Soviet Army operating against the Poles.



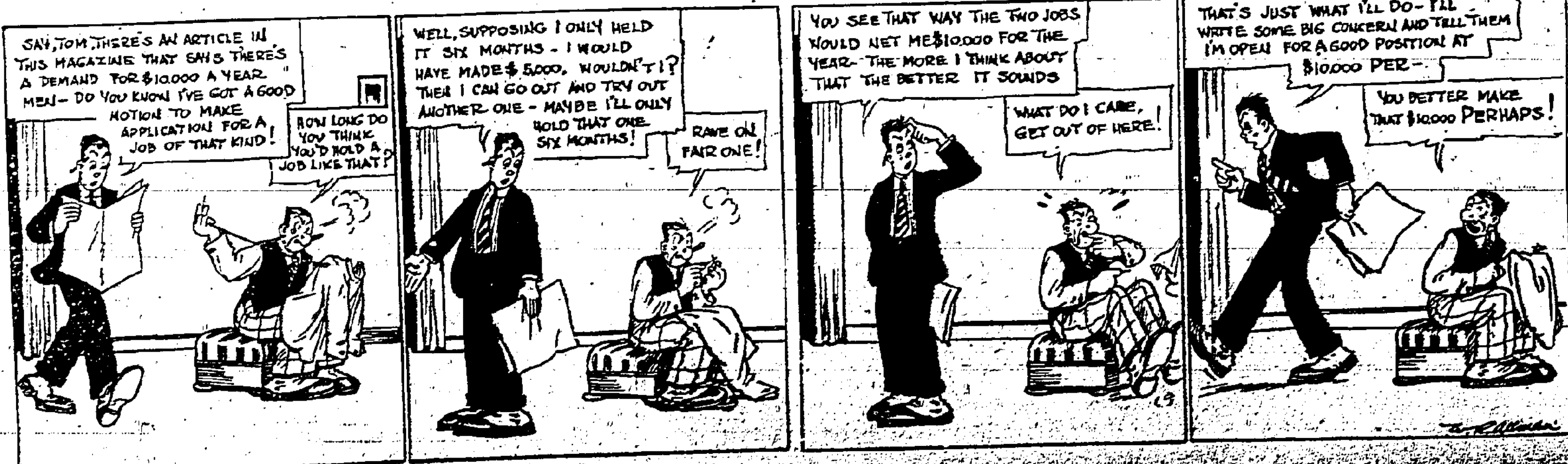
NEW NAVAL DOCKS.

The new U. S. naval docks at Norfolk. They are constructed of concrete. The larger of the twin docks is 650 feet long and the other 550. The photos show how the docks easily accommodate battleships.

DOINGS OF THE DUFFS

Wilbur is Always There with Big Idea.

BY ALLMAN



BANKS

BA - Havana Unit 22 Adm Office in Cuba.
ALY - Havana
LRE - Lima
MTO HMO - Ponce, San Juan.
SPTU - Puerto Riquez, Pinar del Rio
TUTU AFROCA - Cape Town.
B - Buenos Aires, Madrid.
INDAD - Port of Spain.
UGUYA - Montevideo. (Info Received)
CUBA - Havana
NEZULU - Caracas. (Info Received)
Maracibo.

If descriptions of banking system furnished interest allowed on current accounts and deposits in local or foreign currency, so as to be ascertained on application.

N. S. MARKER
Havana.

